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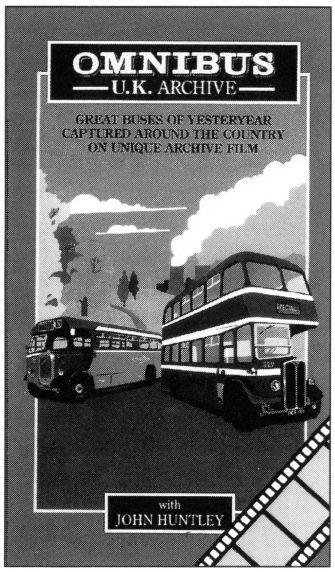

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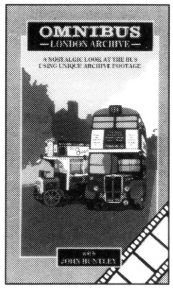

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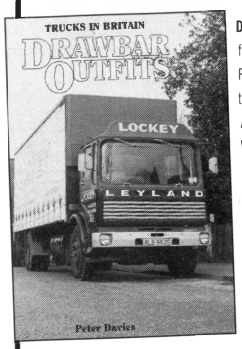

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VINTAGE
ROADSCENE

MARCH-MAY 1993 **Vol 9 No 34**

Editor: S. W. Stevens-Stratten, FRSA

Cover:
The ex-WD AEAC Matador was purchased by the Bristol Tramway Company after the war. It was based at Gloucester where it remained until retired in 1986. Now restored and repainted in Bristol Omnibus colours and owned by Tony Fielding of Newent. Our grateful thanks to Mr S. C. Chambers, Operations Engineer, City of Gloucester Buses, for allowing us use of the London Road Depot to create an 'at home' picture *Peter Durham*

Inset:
This 1948 Daimler CVD6 coach was seen on the Bournemouth-Bath Run organised by the Southern Area of the HCVS on 6 September 1992. It is owned by A. Lewis of Hereford. *Peter Durham*

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Editorial

In this issue our contributor, Stan Richardson reports on the results and prices obtained at two different auctions. We think the prices that were bid, and reserve prices make interesting reading and trust readers feel the same, as they may give the owner of a similar vehicle some idea of its value.

Allied to the purchase cost of the vehicle is the question of storage. To obtain moderately secure and covered accommodation is often virtually impossible, and if one is lucky the chances are that the price charged will be prohibitive. Within a few years the owner will have paid out more than the purchase price of the vehicle. We all know how the elements can wreck havoc on a preserved vehicle, unless it is properly protected from the ravages of the weather in all seasons.

Is it not about time that some of the Societies that cater for the historic or vintage vehicle enthusiast used some of their funds to procure large buildings (and there are plenty of industrial ones going at the present time), convert them if necessary, and rent out floor space at a reasonable sum per square foot?

On the subject of high prices, we must mention the exhorbitant prices so often charged for old catalogues, brochures and handbooks. Items which were given away by the vehicle manufacturers. In this issue we again reprint such a brochure which we hope will not only interest readers but also deflate the price of that particular brochure. Something which is easily obtainable usually has little value and 'rarity' is often only in the eye of the beholder!

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Brewery Transport

Top left:
An Atkinson L1646E new to John Smith's in 1968 and restored by Colin Pitt. Seen at the 1991 York Historic Rally. *Adrian Thomas*

Top right:
A 1947 Leyland Beaver in the livery of Mitchell & Butlers, seen at the Severn Valley Railway Vintage Vehicle Rally at Kidderminster on 11 October 1992. *P. J. Chancellor*

Upper left:
This 1946 Leyland 121B Interim Beaver in livery of Beverley Ales, Eagle Brewery, Wakefield was seen at the Harewood House Rally in August 1991. *D. A. Reed*

Left:
This 1934 Albion brewers dray is being towed out of the mud at the County of Salop Annual Rally, Bishops Castle on 31 August 1992. *D. A. Reed*

Lower left:
A 1946 Thornycroft Sturdy 30hp lorry used by Wetherhed's Marlow Brewery. Seen at the 1990 Knowl Hill Rally. *E. Everett*

Lower right:
This 1931 Sentinel DG4 steam wagon used for the transport of brewers grain. The body style and livery has been used for years as noted in Brian Yarnold's article in this issue. *E. Everett*

More Brewery Transport on centre spread

Dean Forest Railway Transport Extravaganza

17/18 October 1992

Tony Peart

FOR many preservationists, especially those the South West, the Dean Forest Transport Extravaganza is the last event of the season and, therefore, needs to be that little bit out of the ordinary. The railway is currently poised for further expansion, having already gained access to Lydney, though so far only to a station at Lydney Lakeside, and the autumn event is a very significant one in the DFRs calendar. Although it has all the appearance of a long-established railway station site, the line's headquarters at Norchard has an industrial rather than a specifically railway history, being the location of a former colliery, and the railway buildings have either been built from scratch, like the new restoration shed and workshops, or have been carefully dismantled and brought in from elsewhere, as has the former Dymock station building, recently re-erected at Norchard and ceremonially re-commissioned at the 1992 event. As well as the rally itself, held in the extensive station yard at Norchard, there is an associated model railway exhibition in Lydney Town Hall, and a frequent shuttle service, using a varied selection of vehicles, runs between Norchard and Lydney, with an interval service between the Bus Station and the Town Hall.

The event begins on the Saturday afternoon, with a scenic tour of the beautiful Dean Forest area, which, of course, looks its spectacular best in autumn. For the last few years this duty has been undertaken by Brighton PD2 BUF 530C, owned by J. R. McPherson and driven by Brian Blackburn. Brian is like a genii and pops up in bus cabs all over the place. Only recently he was driving a preserved AEC Q at the Carlton Colville London event, and now here he was again at the wheel of Martin Gibbons's RF 319 (MLL 956). Martin took over this Regal IV in rather rundown condition some years ago, and since then he has done an enormous amount of work on it, with the result that the bus is looking and sounding better all the time. He has had some traumatic adventures, however. At first RF 319 was well down on power and made some very strange chuffing noises. On stripping down the engine, Martin found that one of the connecting rods was actually banana-shaped. It was a considerable tribute to Southall engineering that the bus continued to run at all. After the engine was re-built, the RF still showed itself capable of some unpleasant surprises in other departments, doubtless a result of its rather chequered history before achieving a safe home with its present owner.

The Saturday evening sees a most enjoyable social evening at the Miner's Arms at Whitecroft, with a buffet supper and the utilisation of the pub's traditional bowling-alley for a match between the home team and visitors. Many of the latter, with stationary engines, organs, tractors and similar exhibits, come for the whole weekend. This year, being delayed by attendance at the Myers Grove Railwayana Auction in Sheffield, not to mention the city's formidable road works, occasioned by construction for Supertram, the writer arrived at Whitecroft in Doncaster AEC Regent III KDT 393 just after Brian Blackburn in the Brighton PD2 had brought the party-goers from Norchard. Later in the evening a further double-decker could be found in the pub car park, Tony Blackman's famous Halifax AEC Regent III/Park Royal, BCP 671, now revelling in the enhanced performance given by its recently installed 11 litre engine, ideal for the switch-back roads through the forest.

On Sunday morning the clouds cleared to give a bright and often sunny day, and while Class 03 diesel-mechanical *Linda* growled up and down on the demonstration freight train with enjoyable Gardner sound effects, Geoff Griffiths and Rally Manager George Locker set about the rather unenviable task of squeezing a very large number of visiting vehicles into the space available. This is complicated by the necessity to arrange plenty of room for the working buses at one end of the upper yard. This upper yard is also used for stalls, steam exhibits and organs, light commercials, tractors and stationary engines, while a display area next to the railway's shop and museum building in the inner station yard is reserved for the motor-cycles. A portable 5in gauge miniature railway runs down one edge of the site, graced in previous years by an extraordinarily fine Caledonian Connor 2-4-0, but this engine was not in evidence this year. Only one road steam exhibit was present for the 1992 event, but once again this was the famous sole survivor, 1891 Gibbons and Robinson 7nhp traction engine AY 9874, owned and restored by Richard Hesbrook of Hereford, which took an occasional turn round the rally site.

A sad loss since last year was the scrapping of Bedford J2SZ2 YAP 423, a Duple Midland 19-seater, which had been stored in the station yard for some years, becoming ever more decrepit. When last seen, shortly before its destruction in autumn 1991, YAP 423 was certainly not beyond hope, and as a rarity — and a preservation project of a convenient size for a house driveway — perhaps its availability could have been advertised more widely. It was at least encouraging to see that the little Reliance-Mercury truck, whose exposure to the elements had previously earned this commentator's censure in print, had this year secured some measure of protection, though its restoration appeared to be no further advanced.

Most of the commercial vehicles at the Norchard rally hail from the South West, but that does not mean that the selection on view is in any way limited, and the time-scale represented is tremendous. Present again this year was the famous Watts of Lydney 1915 Daimler CB22 lorry, PW 104, (cover illustration *VR 30*) affording an interesting contrast with the newest lorries

Right: **The ex-Newport Corporation Leyland PD2 with unique Longwell Green bodywork.**
Mike Matthews

Left: **The Bristol L5G/ECW bodywork of 1938, rebuilt 1955 on the HCVS Trans-Pennine Run in 1989.** *J. K. Grime*

present, which dated from the late '60s and early '70s. Very appealing was G. W. Hughes's beautiful 1949 Bedford OLBC convertible cattle truck, FBL 653, which secured a well deserved award. Another attractive Bedford O was DFH 933, P. Singer's 1947 dropside truck. J. Hassan's 1948 Leyland Beaver, LYE 345, still carries its X-ray unit body and is thus most unusual these days. The smooth rounded lines of its standard late 1940s cab contrasted vividly with the rugged contours of ANG 224, a very well-known Hippo owned by David Hoare of Chepstow. This vehicle's angular Leyland dash fronts a Duramin cab. Like Emily Bronte's Heathcliff, ANG 224 is handsome in a curiously brutal way, whereas its near contemporary, ARV 143, Phil Wadley's equally well-known 1937 AEC Matador box-van, a regular attender at this and many other rallies from time immemorial, has the more conventional and bland good looks of a mid-1930s AEC, more cheerful looking, perhaps, than the intimidatingly portentous appearance of the Lancashire products in the years before the second world war. Still among the medium-weight commercials, V. K. Evans's 1952 Atkinson L 744, LCE 249, is a particularly dinky example of Thornton-le-Dale engineering, restored to its present excellent condition in 1990, while another lorry deserving of special commendation is M. J. Bowring's beautifully presented Ford Thames ET6 dropside, UXM 694, which had not strayed far from its base in nearby Lydney.

The Norchard rally usually musters some real heavyweights. C. J. Bennett's mightily impressive 1942 Diamond T 981 ballast truck, WSK 488, after its tank-transporting duties were over, spent most of its working life as a recovery vehicle for Watts of Lydney, but has now been restored to its military guise. Also present were three ponderous Scammells: Q743 JBW, A. M. Lovell's Explorer recovery vehicle, from Usk; HPY 54D B. P. N. Davies's Junior Constructor, from Mamhilad, and VLH 427G, R. A. Wilson's massive 125ton Contractor Ballast tractor, from Goytre. A more formidable line-up it would be difficult to imagine.

For the bus enthusiast, the Norchard rally provides a feast, with the added bonus of rides on some interesting and unusual types. There is always a varied selection of Bristols on view, including such excellent and well-known examples as Ted Amos's much-travelled L5G, LHT 911, and the Cotswold PSV Group's LL5G, ETT 956, with a fascinating history of re-bodying — it currently wears its third — and chassis lengthening. How much of the original 1938 L5G is still incorporated is problematical, but it is a splendid bus and is always beautifully presented. Another Bristol with a long and useful career is the 1941 K5G, GHT 127, now serving in Bath with Badgerline and Guide Friday, and, at over 50 years of age, still smart and sprightly. P. Davey's former Bath Services KSW6B, OHY 938, performing vigorously on the Lydney shuttle, is by now something of a rarity, as comparatively few Bristols with the manufacturer's own engine still survive. Less frugal than the Gardner versions and more expensive on general maintenance, though not necessarily on down-time at major overhaul, where Gardners are traditionally time-consuming, they were usually capable of more spectacular performance than their Gardner-powered sisters, and the writer has the happiest memories of exhilarating runs on West Yorkshire and Rotherham Corporation K6Bs. Examples from both fleets were retained for preservation, but it is thought that Graham Ledger's West Yorkshire K6B, which has not been out and about for many years, is now the only survivor.

Also exhibited at Norchard were several fine underfloor-engined Bristols, including that very smart regular rally attender, 2730 VX, an ex-Eastern National MW5G now with the Bedford and Bristol Preservation Group at Droitwich, a small organisation with an excellent reputation for the careful attention given to the buses in its charge. 2730 VX often takes a turn on vintage bus services, and, with a full load, represents extremely hard work for the driver, especially in hilly terrain. Another very pleasing MW is Ted Amos's BHU 92C, with six-cylinder Gardner, preserved in the pleasant cream and red of Bristol Greyhound, as it ran in its service days. As at all rallies these days, the immensely popular Bristol RE type was represented, with two very different versions on view: R. Annett's Red and White RELH coach, OAX 9F, and the Cheltenham Bus Preservation Group's KHW 309E, an unusual conversion from single to dual door when only three years old. Another rear-engined single-decker at Norchard was that very great rarity, Kevin Amos's Warrington Leyland Panther Cub, KED 546F. Despite the reputation for

Left: **The Bristol K5G of 1941 seen here at Southampton Rally at Netley in July 1983.** *Rex Kennedy*

Right: **Ex-Morecambe & Heysham AEC Regent III at Dean Forest Rally in 1992.** *M. Fowler*

chronic unreliability and short engine life that this chassis type had, this one certainly gets around, and is a well-known and ubiquitous rally attender. Only a tiny handful of Panther Cubs still exists, and KED 546F is the only one that travels widely.

Looking somewhat careworn after a very long and arduous service career was KTF 589, a 1947 Morecambe and Heysham open-top AEC Regent III, only recently retired, and brought up from the West of England Transport Collection by the redoubtable Colin Shears, one of the great names in commercial vehicle preservation. Although a trifle battered looking, KTF 589 is still in good health. Up and down the country a few of these famous Morecambe open-top Regents are still bravely soldiering on in various roles, despite advancing years and long exposure to salt-laden air during their lengthy service careers on the Lancashire coast.

One of the writer's particular favourites was present at Norchard, as it so often is on such occasions, and to see it never fails to give the keenest pleasure. Keats' often quoted line about a thing of beauty is still true when applied to the best examples of psv design. KHA 301, the first BMMO CI coach, was an early preservation project and still sets a fine example to follow. It looks as smart and as elegant now as it did on the day when it left Duple's works at Hendon. It supremely epitomises the glamour of early post-war coaching, and the 3301 group deserve our congratulations for the way in which they have cherished this beautiful vehicle, and kept it resplendent for so many years. Much newer, but another rarity, is W. H. R. Grindle's Bedford VAL, CDD 235K, which was new to the present owner in 1972, was sold in 1976, and was re-purchased in 1987, subsequently being restored to its current fine condition. It won the award for the best bus or coach on view in 1991, and was one of a remarkable selection of Bedfords which took their turn on the shuttle, ranging from the impressive VAL, through OB (MFM 39) and PJK (EGR 704S), perhaps better known by its earlier VAS designation, to the tiny RNE 692W, a Plaxton Supreme-bodied CFL, which was new to Shearing's as a tour feeder coach, and is a most attractive and well-appointed little vehicle. It is now owned by T. P. Jones of Bristol (Vista Coachways), who also owns the smart ex-Crosville Bedford OB mentioned above. Also present were two South Wales AEC Regent V's, one (433 HCY) still fitted out as an exhibition unit, though restored to original condition externally, and the other, 154 FCY, being G. V. Davies's by now well-known 470-engined example, restored from derelict condition in the late 1980s. Likewise representing the bus fleets of South Wales, or thereabouts, was the equally familiar PDW 484, Newport Transport's Leyland PD2, with its unusual Longwell Green body, and another very smart machine, as was DUX 655, the splendid Smith's Eagle Daimler CVD 6 with magnificently restored Metalcraft coach body. This lovely old coach, dating from 1947, was entered by D. J. Lewis of the DUX 655 Group in Hereford.

With a representative range of light commercials, including once again the two delightful Ford vans from Pentwynmawr, a large entry of cars, including several very unusual examples, some interesting tractors and a magnificent exhibition of stationary engines, as well as a frequent train service on the DFR, this year employing the railway's pannier tank, in disguise, and 'Wilbert', the 'bed-iron' austerity saddle-tank named after that very good friend of the railway, the Rev W. Awdry, it should be evident from the foregoing account that this is no ordinary event. In addition the railway has an excellent small exhibits museum and a well-stocked book shop. The rally is well worth attending for those people within reach — and the M5 is not too far away. The long-distance entrant is assured of a very warm welcome and facilities for an overnight stay. This rally is not without its humorous side too. A year or two ago one entrant had fixed up his stationary engine and pump to activate a woefully incontinent mannikin pis, while this year your observer was greatly amused by the comical antics of one of the stationary engines, which, by dint of hopping up and down in a violently agitated manner, was busily digging itself deeply into the ground.

Thanks go to John White, the Rally Organiser, and his very busy Rally Manager, George Locker, for all their hard work in putting on such an excellent show, and that of their support team, including the indefatigable Geoff Griffiths, an industrious worker at Sandtoft and Carlton Colville as well as a key figure on the DFR. All their efforts are well worth while, for the Norchard event is one of quite exceptional interest and variety.

Right: **The well-known BMMO type C1 of 1948 seen at Midlands Vintage Vehicle Rally in 1986.** *D. Badger*

Auction of T. Smith & Sons Showmans Vehicles

at Leighton Buzzard on 20 November 1992

Stan Richardson

THIS long-anticipated sale was finally organised by financial and management consultants, Irving Deville, under instructions received from the sons of late showman, Tom Smith. Some of the vehicles had been parked in the Bridge Meadow yard for more than 20 years due to a long-standing feud between the Smith brothers and resulted in the subsequent demise of this well known showland family enterprise. Surprisingly, the majority have stood up well to the elements and, unlike some operated by other showmen, they were virtually original so would provide easy restoration projects.

Unfortunately the event was not advertised in the historic commercial vehicle press so a poor attendance resulted in low hammer prices from a small number of bidders in the presence of approximately 100 persons. The brothers' dispute spilled over into preparations for the sale as the auctioneers could not confirm exactly what would be included prior to it taking place, but at the commencement of proceedings it was announced that no reserves were imposed so it was assumed everything was sold under the hammer. However, later reports suggest that some vehicles were repurchased by the vendors so the hammer prices listed below are as recorded during the auction but cannot be regarded as confirmation of a change of ownership.

Hammer prices recorded

The condition of each item is shown in parenthesis.

1. LYM 753: 1951 Foden FG6/15 flat £500 (Poor).
2. CUR 822: c1939/45 AEC Matador 0853 tractor £2,800 (Good).
3. JUR 255C: 1985 Scammell Highwayman tractor £700 (Good)
4. 1980 Scammell Highwayman tractor £550 (Poor).
5. c1939/45 Scammell Pioneer wrecker £500 (Poor).
6. JRO 711: c1936/38 Tilling Stevens TS19/8 boxvan £520 (Derelict).
7. c1939/45 Scammell Pioneer SV2S wrecker £780 (Fair).
8. ULY 923: 1957 Scammell ballast tractor £1,050 (Good).
9. LTM 183G: c1939/45 Albion Cx22S tractor £410 (Good).
10. BLH 529B: 1964 AEC Mammoth Major 8 Mk.V chassis/cab £250 (Good).
11. 628 DUC: 1962 AEC Mammoth Major 8 Mk.V chassis/cab £700 (Good).
12. SRV 775G: 1964 Foden tractor unit £440 (Poor).
13. 720 BXM: 1964 Scammell Highwayman trqactor £450 (Poor and not complete).
14. UYP 825: 1958 Leyland Octopus 24.02 chassis/cab £100 (poor).
15. NUC143E: 1967 Austin Gypsy van £100 (Rough)
16. Gardner 4LW engine and GEC dynamo £500
17. Gardner 4LW engine £300 (Parts missing)
18. Gardner 6LW engine and David Brown gearbox £300 (Complete)
19. Horse drawn water tank £40 (Good).
20. TMM 156: 1950 Scammell tractor £200 (Poor and not complete).
21. c1939/45 Crossley IG1 (EMA mobile crane £80 (Derelict).
22. Gardner 6LW engine £170 (Parts missing).
23. Four wheeled mobile crane £380 (Fair).

Above: **The T. Smith's AEC Matador seen with crane fitted at fair at Aylesbury in March 1980.** *P. Bradley*

Above: **As seen at the sale the Gardner 6LW and Lister dynamo still in the rear. Price started at £500 and after 40 bids sold for £2,800.** *M. Wells*

Left: **The Scammell tractive unit for the Ark seen at Pinner in May 1973.** *P. Bradley*

Right: **The same at the sale in good condition but paintwork of original operator – Pickford's beginning to show through.** *Mike Wells*

Below: **This c1936 Tilling Stevens TS19/8 is almost identical to T. Smith's but belongs to S. Mayne seen at Wormwood Scrubs in March 1957.** *Roadrunner Productions*

Below: **The c1936/8 Tilling Stevens in derelict condition, but with all petrol-electric components complete. Bidding started at £100 and finished at £520.** *Mike Wells*

Above: **1951 Foden FG6/15 in original condition as an eight-wheeler.** *CVRTC Photographs*

Above: **The same vehicle awaiting bidding, but now a six-wheeler with the rear end rotting away.** *Mike Wells*

Left: **A Scammell tractor LMA 644 when working for Smith's in September 1964 and seen at Amersham.** *P. Bradley*

Right: **The same 1949 ballast tractor at the sale.** *Mike Wells*

Above: **Seen at Hemel Hempstead in August 1975, this AEC carried the Dodgem plates and the trailer carried the cars.** *P. Bradley*

Above: **The same 1962 AEC Mammoth Major with Park Royal cab in good condition and achieved a hammer price of £700.** *M. Wells*

Left: **An ex-WD Albion CX22S tractor with metal body replacing the canvas tilt. The registration number indicates it may have entered Smith's service in 1969.** *CVRTC photographs*

Right: **The generating set has been removed and it shows signs of deteriorating paintwork.** *Mike Wells*

Below: **Seen in Pinner in May 1978 this AEC Mammoth Major of 1964 transported plates for the Dodgem and the frame trailer carried the cars.** *P. Bradley*

Below: **The vehicle was originally a tanker with Whtibread's. Its condition had deteriorated from when seen on left, and bidding started at £50 and reached only £250.** *Mike Wells*

The Vulcan Double-Deck Bus

S. W. Stevens-Stratten

THE Vulcan Motor and Engineering Co Ltd of Crossens near Southport began producing commercial vehicles in 1914 and by 1919 many of their chassis were carrying 16-20 seat charabanc bodies, but it was not until 1926 that they made a single-deck bus chassis. (To be covered in *VR 35*).

In spite of financial difficulties in 1930 the company introduced their double-deck bus which they named the Emperor and although it remained on their list of products until 1936, very few were sold. The largest order came from Glasgow Corporation who took 25 chassis in 1931 and fitted them with locally-built Cowie bodies. It appears the chassis gave trouble as they suffered from fractures in the rear axle castings, the steering drop-arms developed cracks and there were leaks in the radiator tanks. All were withdrawn by 1938. Favouring local industry Southport Corporation took delivery of one 51-seat Emperor in 1930 and added 14 more the following year. In 1932 Liverpool Corporation ordered nine 45 and 51-seat Emperors, but by 1936 there were only two left and the last one had gone by 1940. Thus it appears that of all the municipal undertakings in the British Isles only a total of 49 Emperors saw service and at least half of these had a very short life span. We have found no evidence of these double-deckers being used by other operators.

One of the aims of the chassis design was a low height, and to this end the frame height of only 2ft 4in was an achievement.

The Vulcan Monarch petrol engine was especially designed for this chassis by the well known expert, Mr Ricardo and had two cylinder blocks of three bores each which were carried below the crankcase. The crankshaft was an aluminium casting with seven 3in diameter main bearings and 2¾in big ends. It is reported that the engine ran very sweetly with minimum noise. This six-cylinder engine rated at 45hp — 110mm by 130mm (2.33in by 5.11in) bore and stroke with a capacity of 7.4 litres, developed 100bhp at 1,700rpm and 137bhp at 2,800rpm. The cylinder liners were centrifugally cast iron 'wet' type pressed into the cylinder block. The valves were chrome steel; the inlet valves being of the Ricardo masked type. The valves were placed side by side and easily accessible from the nearside covers. Two exhaust pipes ensured perfect scavenging of the engine. The layout of this engine enabled the magneto, valve cover plates, carburettor and oil filter to be all easily accessible from the nearside of the vehicle.

There was forced feed lubrication; the scavenging pump taking the hot oil from the bottom of the 4 gallon sump, passing it through a gilled tubed radiator at the rear of the main water radiator, and returning it to the suction chamber which supplied the main pump, feeding through the hollow camshaft through drilled passages in the crankcase, thence through drilled holes in the crankshaft to the big-end bearings.

A Zenith carburettor was fitted and a 12V electrical system fed from a 8in diameter dynamo. A single dry plate clutch was standard plus a four-speed and reverse gearbox, the casing of which was an aluminium casting. The gear ratios were — 4th = 1:1; 3rd = 1.6:1; 2nd = 2.53:1; 1st = 4.9:1; and reverse was 6.5:1. A tyre pump was mounted at the rear of the layshaft. The transmission was by conventional tubular shafts with intermediate self-aligning bearings used in conjunction with completely encased internal ring universal joints which were grease packed.

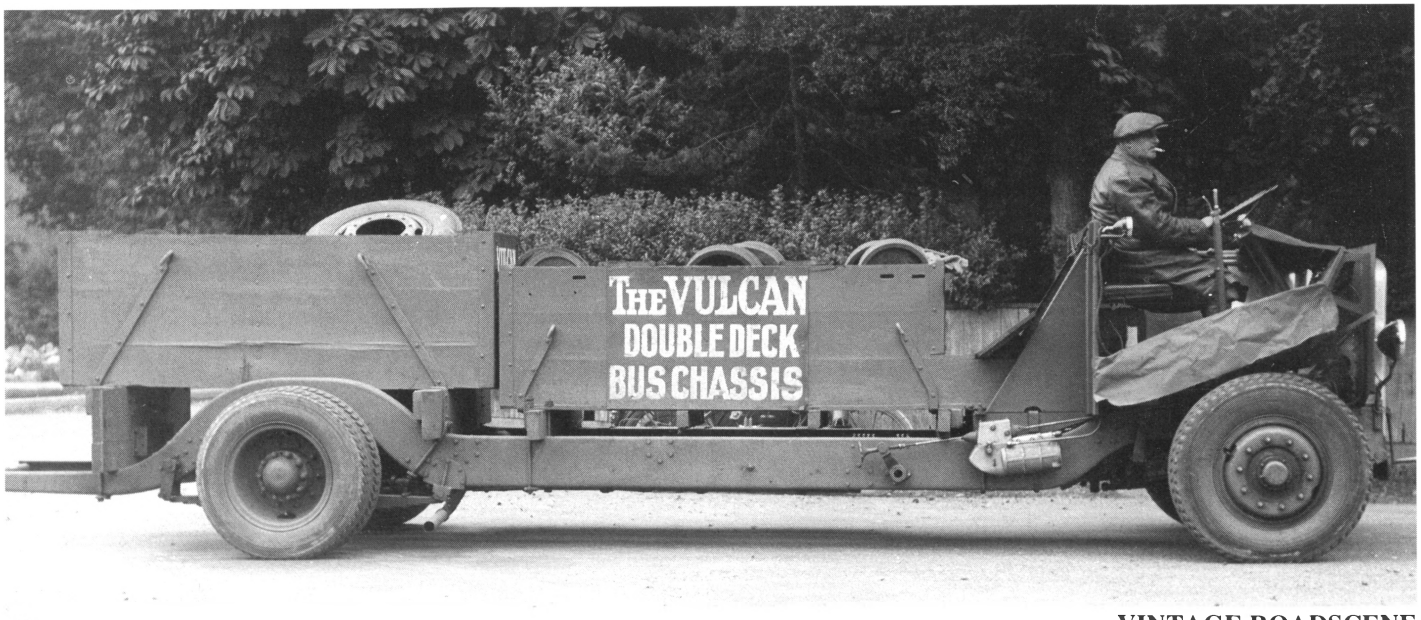
The footbrake operated a Dewandre vacuum servo assisted cylinder to internal expanding shoes on 17in dia, drums on both front and rear axles. The handbrake was connected to a separate pair of internal expanding shoes on 16⅝in drums on the rear axle only. The rear axle was the underslung fully floating worm and wheel type. Cam and roller type steering was fitted.

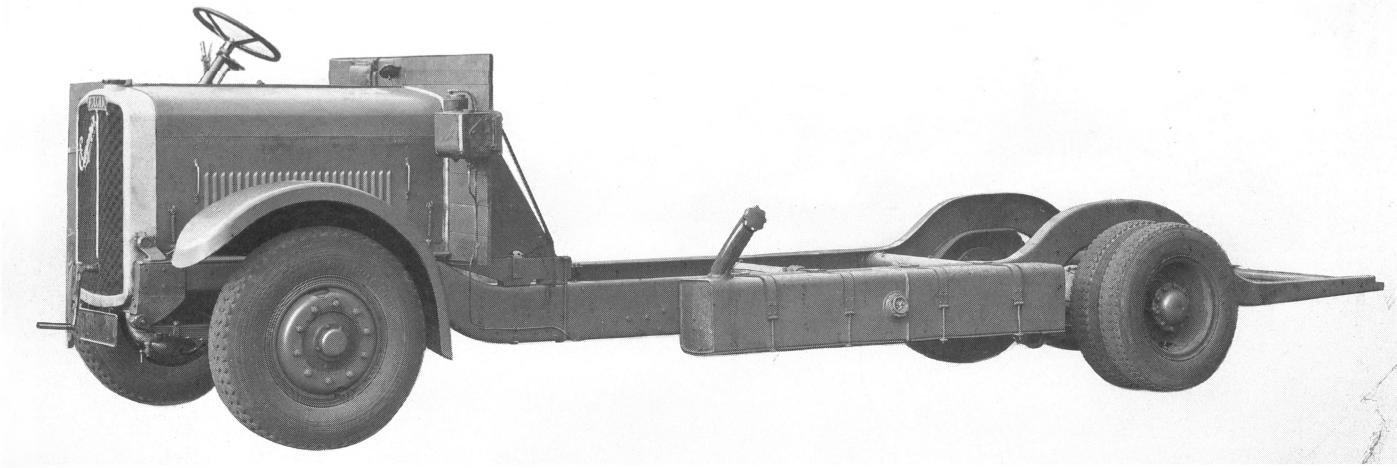
The road wheels were steel discs with ten bolts fitted with 36in by 8in front tyres and twin 34in by 7in at the rear. A spare wheel was carried under the staircase at the rear of the chassis.

The petrol tank held 40 gallons of petrol, the feed being via an Autovac placed on the dashboard.

In contrast to many manufacturers, Vulcan produced their own bodywork and for the Emperor designed and built a 51-seat lowbridge type. This body was designed by Mr Edge of Vulcan's using wood and T sections of Duralumin, with roof and side panels also of Duralumin. The lower deck seated 26 in the conventional manner, but the upper deck had eight rows of three seats — plus one seat at the nearside rear – and sunken gangways on either side giving a total of 25 seats. The body height was only 12ft 11in when fully laden.

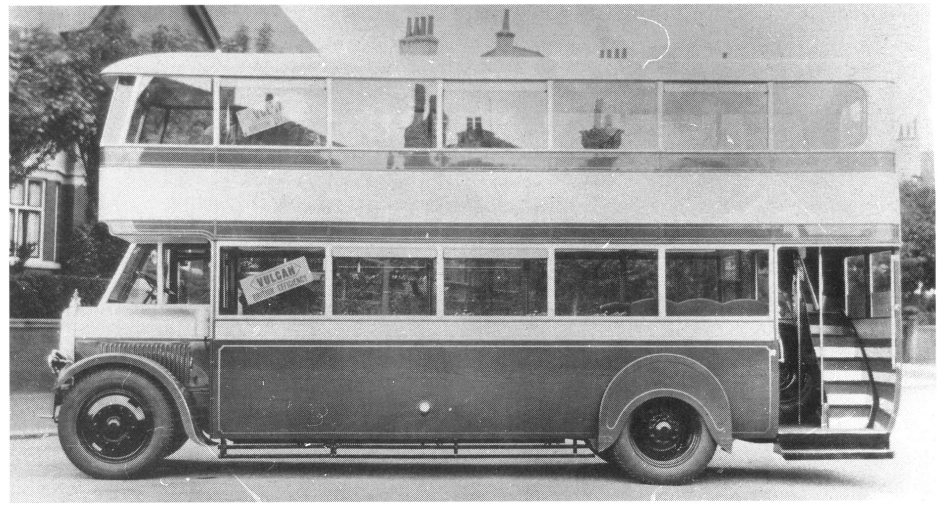
On a 'Commercial Motor' test in 1930 an Emperor chassis was loaded with ballast to equate to the average passenger load of 5ton 6cwt (making a gross weight of 9ton 1cwt). It performed well and with a full application of the brakes at 35mph came to a rest in 111ft, while it stopped in 27ft from 20mph. The maximum speed attained was 42mph, but the writer stated it was comfortable when cruising at 30mph. Fuel consumption was 6.7mpg at an average speed of 18.9mph. Acceleration from rest to 35mph took 40 seconds using 2nd, 3rd and 4th gears and changing up at 7, 15 and 30mph.





Main dimensions

Overall length 25ft 6¾in
Wheelbase 16ft 6in
Width 7ft 5½in
Rear track 5ft 10¼in
Front track 6ft 5in
Frame width 3ft 11in tapering to 3ft 0¼in at dumbirons;
Frame height 1ft 10¾in upswept at front and rear and dropping at tail to 1ft 7in
Rear platform height from ground 1ft 7in.



Driving Reminiscences – 11

Brian Yarnold

CONTINUING on the theme of liveries, Silver Roadways certainly lived up to their name by being completely silver all over, the only concession to their parent company, Tate and Lyle, was the cab roofs, lettering and lining and the wings which were all dark blue. Craven 'A' cigarette vans which used to run out of Mornington Crescent had their bodies and cabs painted black upper half and red lower half, with a white cigarette on each side and yellow lettering. Jacobs Biscuits from Binns Road, Liverpool (also home of Meccano) were really drab for those days with an all-over maroon livery and plain gold, later yellow, lettering.

Bulwark Tankers have changed their livery completely. In my time they were red with black wings and straw-coloured lettering, but changed to green with straw lettering later. Those Guy Invincible eight-leggers, Gardner powered, were ugly great monsters; to my eye their Albion and Leyland tankers were far better looking.

Crow Carrying Co had a very attractive livery and on a large fleet of Scammells too. Their chassis, wheels and wings were all black while the remainder was an attractive dark blue, edged with black with incurved corners, the two colours being divided by a fine white line. Lettering was black on a white oval panel on the cab doors and black on white on the headboard, white where the fleet number was on the blue, with the same oval arrangement, but much larger on the rear of the tank which showed a black crow in flight and the words 'As the Crow Flies' underneath.

The company responsible for removing London's waste in those days was A. Pannell Ltd whose vehicles were a dark green with golden yellow lettering laid out in an oval on the cab doors with a red background to the two front monograms and the headboard; the cabin roofs were red with lettering on the front.

The old Guinness tankers were dark blue, almost navy blue, with black chassis and wheels and a white roof and beige bottle labels on the cab doors and the rear of the tanks.

I used to like the old livery of Lyons – tea, cakes and ice cream – this was a lovely royal blue with black chassis, wings and wheels. The blue was halved by a broad band of pale grey edged in gold. The whole of the blue was by a broad band of pale grey edged in gold. The whole of the blue was also edged with gold with old gold lettering edged in white on the blue. They also had dark blue lettering on the grey band.

Among the strangest looking vehicles that I can recall seeing were those of James and Son who specialised in very narrow-bodied tippers and trailers carrying spent brewers' grains; these were all buff in colour with black chassis, wheels and wings and red lettering shaded in black to the right and below. I can only remember them using Ford Thames Traders though I believe that they may have used other makes too.

The oil companies too had attractive liveries in the 50s, Shell being about the best of them all, the cabs of their vehicles were usually green with a matt black bonnet on normal control models, the wings, wheels and chassis being in gloss black, the cab doors carried the Royal coat of arms and the name SHELL was on the roof above the windscreen in gold, the tanks were red with the lettering in yellow, back shaded black. Shell Chemicals Ltd had red cabs, yellow tanks with the Shell scallop on the cab doors in yellow and the tank backs in red. Esso were red with white lettering and Regent red, white and blue and Gulf were blue, white and orange.

I can recall now that Davis Brothers Haulage had, at Warrington, an ex-WD Scammell Pioneer 6x4 which they used as a wrecker and one day it was called out to a breakdown on the Shell Road at Stanlow, this was a first-class wrecker as I had seen it in action a few times and not always with Davis's own vehicles. It was not fast but it was very, very strong but this day I was to see another aspect of it that I would not have believed – had I not seen it for myself. We were dropping down from Sutton Weaver village toward the Weaver swing bridge which is between Sutton Weaver and Frodsham and I had been unlucky enough to have got stuck behind him on the curves where I would not be able to pass in safety for some distance. On rounding the first sharp right-hand bend just after the village I was right behind him when I was horrified to see two tankers coming toward us side by side on the narrow road and right on top of the bend. The brakes on that Pioneer were hopeless and as I hit my own brakes hard I found myself praying for that tanker driver because he didn't stand a chance. The next second the Pioneer was climbing, almost nonchalantly, over the hedge into the field on the left with its three axles articulating like mad, and as I stopped to let the tankers through he climbed back over the hedge a little further down, came down the bank back onto the road and kept on going as though nothing had happened. The funny thing was that, apart from tyre marks and a few scrapes, it was hard to tell that it had happened!

There was one of the lads on the wagon and drags on nights at Suttons, a little before my time there, who fell asleep coming home one night near to Trentham Gardens and went full tilt into the back of a loaded eight-wheeled tipper stopped at the lights (this is where the roundabout is now). The cab was about 6in wide, front to back, when rescuers got to them and pulled the mate out bruised, cut and shaken but otherwise unhurt; he too had been asleep. On looking at the mess the driver's side of the cab was in, one of the rescuers said: 'He must be dead'. He was answered by a voice saying, 'Dead be buggered, get me out', and when they did he too was unhurt. I got this from one or two of the other drivers when I worked for them, but the mate, Jack by name, verified it for me when he worked with me for a short spell before Harry.

Another occurrence with similar results happened one Sunday lunchtime when one of the tanker men was heading north on the M6 near Wigan. There was no central crash barrier on motorways in those days and a BMC 1100 car coming the other way blew a tyre and went out of control. He crossed the central reservation and hit the tanker, which was an Atkinson artic with a 'Long Tom' loaded with HCL (hydrochloric acid), in the offside front wheel which caused him to do a sharp right turn at about 60mph – not recommended. The outfit promptly rolled completely over three times, the sec-

Right: **A 1922 Leyland in the service of H. Viney & Co Ltd of Preston who were stalwart Leyland users for years.** *VRPL*

ond time the cab roof, which had been flattened down level with the seats on the first roll, was thrown clear and skated down the motorway like a toboggan with the driver lying on top of it and the remains of the outfit doing its third roll in hot pursuit. When it all came to rest the wagon was lying with all its wheels in the air, facing south in the northbound third lane. The driver, an Indian who was nicknamed the 'Black Prince' stood up and was found to have a cut over one eye and a twisted knee, the car driver was totally uninjured, both vehicles were wrecked but luckily no acid was spilled.

The mention of Long Toms here reminds me of an amusing incident which took place one day in the depot at St Helens with one of these tanks – a 'Long Tom' was a tank which carried acid exclusively and was generally about 33ft long and about 6ft in diameter and rubber lined. They were a single-compartment tank and when they came in for washing out the tank cleaner would don his oilskins, part fill the tank with water and climb inside with a yard brush and give it a good scrub. This day he was so employed when a fitter, armed with a defect report on faulty brakes jumped into the unit and tore off around the yard slamming the brakes on at frequent intervals in order to test them; when he eventually stopped back outside the fitting shop he was horrified to see the dripping figure of the tank cleaner crawling out of the manhole and breathing fire. The fitter made a hurried exit and kept well clear of him for some weeks after!

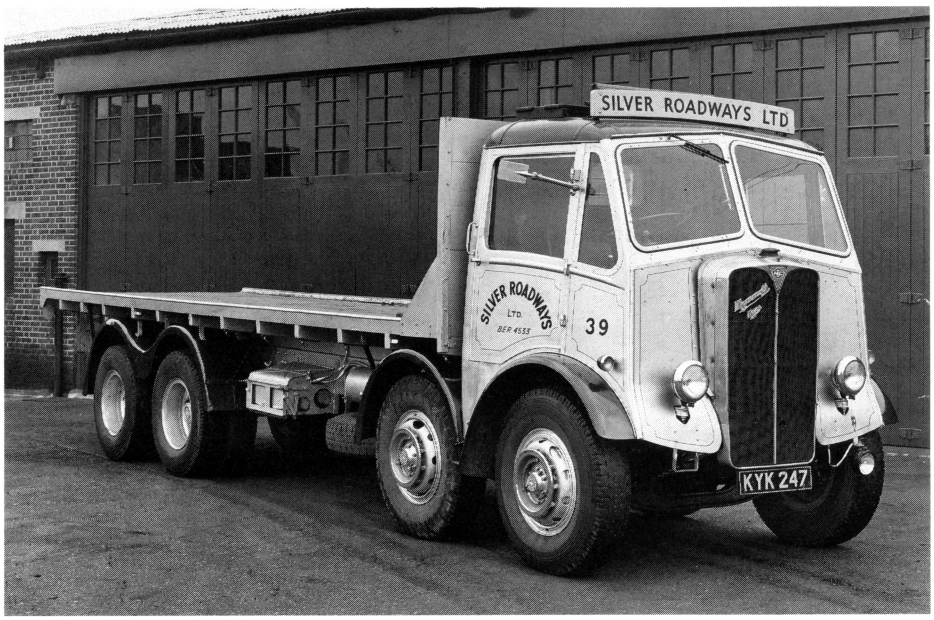
I can also recall one of the trunk men blowing a front tyre one morning on Hendon Way just after leaving the end of the M1 motorway, jumping the pedestrian subway and ending up straddling it with his load off. The only damage to the unit was the offside windscreen smashed. The driver's door was wide open, but there was no sign of the driver, who was a good steady lad, and as there were no witnesses to the incident it was presumed at the time that he may have wandered off suffering from shock. He was found 5hr later dead under the load in the subway, which all goes to prove that if your number is up you will get it whether you wreck your vehicle or not! One other accident that I can recall seeing was when I was on my way south one Sunday morning and I went through Hixon and passed the appalling wreck of the express passenger train which had hit Wynns low loader the afternoon before. It was a never-to-be-forgotten sight, the huge transformer was lying a long way away from where it had been and the electric locomotive was only half its original length with the breakdown crew trying to release the bodies of the three dead locomen. The police were having a busy time trying to move on ghoulish sightseers who were causing chaos with the traffic. It's still the same isn't it? One smash on a motorway and everyone slows down and crawls past while they have a good gawp at some poor unfortunate who is dead or trapped and injured in the wreck of his vehicle. They cause more trouble than the original accident ever did.

One of the best things that happened to me during this period was the introduction of the Volvo F10 to replace the F88/89 series. Before they were released, I and some of my friends, who were employed by BSM as HGV instructors, were sent south for a week to train the Volvo dealers and their salesmen on the new vehicles as they were so different to anything that had gone before. They were terrific and I still have a soft spot for Volvo F10s especially if I am given a choice.

After months of being unemployed and fruitlessly searching for work I called into Phillip Priestner Ltd, at Moore near Warrington one night. I was told that there was no work available but was asked to leave my name and address just in case. This doesn't mean a thing nowadays as I must have left my particulars at nearly every transport company within 100sq miles of my home with no results, nevertheless I did so and went home with little hope of hearing anything further from them. Imagine my surprise when two days later, on the Friday afternoon, they rang me and asked if I could do a night's work for them as one of their night drivers had been taken ill. I jumped at the chance and reported to the depot at 6pm that evening. I was told that my duties for that night were to deliver three loads of soap powder to Lever Brothers at Port Sunlight, the first load was already coupled up to the unit that I would be using so I went out to check it over. I was to drive an 'A' series ERF artic with the cab forward of the front axle, TBU 214L, and as everything was OK I set off with the first load. I tipped the first load and returned to Lever's factory in Warrington for my second load and again later for my third load, both of which had been loaded for me by the night shunters. I enjoyed myself but as it was just after the New Year 1985, it was pretty cold and those 'A' series were not renowned for the power of their heaters, especially with a Gardner which were cold running engines. This one had a Gardner 240 straight eight coupled to a Fullers nine-speed range change box. I also found myself puffing and panting a bit too, wrapping up the sheets and tiesheet, but that problem soon wore off after a few weeks of getting back into practice. On the Saturday morning I was contacted by phone again and asked if I could turn in again on Monday night for similar duties which I did, this time however I found myself loading trailers except for one which I had to tip at Port Sunlight about 01.00. All the loading was done out of Wardells Storage warehouse in Barleycastle Lane, Stretton, near Warrington and I used the same unit as before. This depot used to be the old wartime RNAS camp, HMS *Blackcap*, but is now a bustling area of factory-style units which include Baylies of Westbury (now closed down and which used to be Greenwood Transport), Western Transport, Stretton Haulage, Parceline (De La Rue), Target Express, ANC, and various other units almost exclusively in the road haulage category.

For the next fortnight it was back to the dole queue, then on the Wednesday the phone range again, could I work the next day though it would mean having a night out? I accepted and turned in the following morning at about 08.00 complete with night away bag and was given a Foden Haul-master artic unit with the S80/83 cab and the large FODEN letters across the front of the grille, its registration was VOD 100S. This unit was powered by a Rolls-Royce Eagle 265 coupled to the Foden eight-speed overdrive gearbox and had been converted, professionally, to a three-axle 38tonne unit with a lift-up rear axle. It was loaded, a flat trailer again, for Portsmouth but I had to deliver to Abingdon (Berks) and Alton (Hants) on the way down, which I did, arriving in Portsmouth at around 17.00. I made for the factory where I had to deliver, dropped the trailer and ran to the digs just down the road in the unit. The job was not quite as straightforward as it sounds though

Right: **A 1934 Scammell rigid six. The lightweight body gave a tare weight 6 ton and the payload was 13 ton. Powered by Scammell seven-litre petrol engine.** *VRPL*



Left: **The livery as described by the author can be clearly seen on this 1951 AEC Mammoth Major, with 9.6 litre engine. It was formerly with BRS before coming into Silver Roadways hands.** *VRPL*

as I had noticed as I progressed that the gears were getting harder to select and in fact the gear lever was becoming decidedly sloppy. Just before I got to Alton I lost first and second gears altogether and was forced into using an unauthorised method of gearchanging in order to be able to proceed, stopping when about to climb a hill and selecting low third then splitting the rest to keep me going because the gear change lever had come adrift from the chassis. Suffice to say that I made it alright which could have been impossible with anything other than a Foden, then I rang in and reported it while I was tipping the next morning. I was told to come straight back home empty as there was no return load for me anyway, so that posed no problems, When I got back to Warrington I took the trailer into the trailer park at Stretton then into the depot with the unit for repairs.

I was asked to turn in again on the following Monday and this time I found myself on locals again though on days as opposed to nights and I had an Atkinson Borderer, MHU 679L, with a Gardner 240 and an Eaton Roadranger gearbox. This was on old motor and not in the best of nick but it was a good puller and goer and I had it all week. On Thursday morning Phil Priestner collared me in the yard and told me that one of the drivers was leaving that night and if I was interested I could have his job, I snatched it with both hands.

The next morning I went to London with a full load for Bookers Cash and Carry at Tottenham and it was pouring with rain when I got there and all the time I was tipping, which meant me turning the sheet back a bit at a time to stop the load, Domestos, getting soaked. It was also bitterly cold and when I was empty I rang Warrington then I had to ring A1 Transport at South Mimms for a return load. While I was doing this it started to snow and en route to Sheerness docks for my load the roads were getting decidedly dicey. I was so long picking up my load of paper reels that by the time I had finished sheeting and tying down it was well over my hours so I had to park on the lorry park in the docks. I got a meal in the café but could not find a bed for the night so I had to bed down in the cab. Now an Atkinson is not the best of places to have to spend the night without a sleeper cab and when it is cold, as it was that night, the experience is best forgotten.

The snow had stopped around 16.00 and in fact there was none lying on the ground but it was very cold and I was extremely cramped and uncomfortable all night and at 02.00 next morning I had had enough. I had taken my 8hr rest by then so I decided to set off home as it would be much better than freezing where I was, and I also reasoned rightly as it turned out, that if it did snow on the way home it would be far better starting early with a little night traffic about, than starting later with probably heavier traffic on bad roads. By the time I had reached Farthing Corner I had begun to thaw out a little but I never got really comfortable until I got back home, as I discovered that the heater was not working! Somewhere near Markyate on the M1 the snow started again, light at first but steadily getting heavier until by Rugby the M1 was down to one track on each side of the carriageway. I stopped for a ½hr break at Watford Gap then pressed on again and by Birmingham things were getting decidedly rough. There had been numerous small accidents, cars off the road or up the bank but nothing serious except for a 32tonne artic van jacknifed into the central crash barrier at Corley, but my old Borderer never twitched all night. This was typical of my experience of Atkinsons and I loved the old ones for their surefootedness in bad road conditions. I arrived back in the depot at about 08.00 and serviced her and parked her up and I had never been so thankful to end a shift as I was that morning. I made my way home and, listening to the weather reports on the early morning television news I wondered how on earth I HAD got home.

The following week I had the Atkinson again on the Monday on locals, and on the Tuesday a Foden 4x2 32tonner with the S80/83 cab, OEU 74R, but this one was powered by a Gardner 240 coupled to the same box as VOD; this has since been converted to a Fullers nine-speed range change box. This was the one that had belonged to the driver who had left and at first I thought that I might be getting it permanently and my feelings were somewhat mixed as it was a good motor and, although only a day cab, it had curtains and was fitted with a rest

Left: **Loaded with bales of wool at Howarth, the Foden mentioned in this article.**

bunk but it was freezing cold, a typical Gardner engine/heater combination; this is where a night heater comes into its own even during the day. I went to SPD at Redhill in Surrey on this trip and spent the night in the cab; the following morning it took me about 20min to clear the ice from the INSIDE of the windows though I was quite warm myself in my sleeping bag. When I was empty, at about 08.30, I went for my breakfast in the GPO canteen just around the corner, a favourite spot for all of us, and then rang in for my return load. I was sent to Northfleet to pick up a load of timber for Maghull near Liverpool. This was loaded into my taughtliner trailer and I secured it with the straps provided plus a couple of ropes to be sure then I ran home in the time that I had left. The next day I delivered the load in the morning then ran back to Warrington.

On my return to the depot that night I was informed that as of the next day my permanent motor was to be VOD, I certainly could have done worse. I have already described VOD to you in basis, three-axle, 38tonne gross artic unit, but she was also fitted with a compressor for tanker work which was between the frames and coupled to the rear of the gearbox. She was also fitted with a spare fuel tank made of steel and wedge-shaped which was mounted on top of the chassis frames and between the rear of the cab and the fifth wheel coupling. This particular fitting caused me no end of trouble for some considerable time. I noticed when I first drove VOD, the trip to Portsmouth, that the spare tank had one or two knocks and I soon discovered that I was her first regular driver since she had been converted to three axles by Foden. Once or twice I noticed fresh marks on this tank after using certain trailers and it became apparent that I was severely restricted in the number of trailers that I could actually couple up to, some of them were obviously far too close to the unit chassis with their landing legs when coupled but others were very deceptive. At least twice I used trailers of this latter type and got away with it but came unstuck on a later occasion with the same trailers. Once I picked up a taughtliner and ran to Scotland with it doing four drops around Glasgow and picking up 'Tatties' from a farm near Keith and returned home without any trouble whatsoever. About two or three weeks later I picked up the same trailer in Lever's factory at Warrington and took the load of Persil on it to their Port Sunlight factory and the landing legs tore the rear wings off the unit as I turned into the gate at Sunlight! Some of the other trailers had downward extensions of the front corners and these were the ones that were prone to catching the spare fuel tank on corners. This happened one day when I was turning left out of the depot to go down the road, luckily late on in the day, and everything locked solid and pushed me straight across the road into the hedge opposite. When I got out the tank was lying in the road and as it was full of fuel it took some moving. We rapidly got everything back into the yard and the fitters replaced the tank with a flat fibreglass one athwart the frames in the same position as the old one; this acted nicely as a catwalk for me when coupling up the 'suzies', which is what we drivers term the air and electrical connections between the unit and the trailer. As soon as it was fitted and filled I was off and, on my return, there was a dirty big chunk missing out of the off-side front corner of it where the trailer had had a go at it. Bill, the long- suffering senior fitter, patched it up but that was only one of the many that came later until the day I suggested fitting some ¼in steel shims under the fifth wheel which cured it.

To be continued

Above: **A 1930 Scammell artic tanker used by Crow Carrying Co.** *VRPL*

Right: **April 1985 near Rugby. Loaded with 25 tonne of potatoes, a narrow road, an oncoming car, and the edge of the road just would not take it!**

WARTIME ITALIAN BUSES

Above: **Operated by SIAMIC from Padua (Padova) the first coach is a Fiat 635RN with an 80hp diesel engine and a 45 seat body by Barbi of Mirandola. The vehicle behind is also a Fiat, a 621RN model with 55hp engine and a 30 seat body.**

R. D. Okill

DURING the 1939/45 war there were many opportunities to continue the hobby of bus spotting as the Army moved me hither and thither – and even a bit further! It was relatively easy in the UK, apart from film shortage and sometimes problems with 'security', but when abroad it became almost impossible – bus stops in the desert were non-existent. After the Salerno landings in Italy it should have become easier, but lack of film and processors tended to make life difficult in the early months.

As the war progressed towards mainland Europe a variety of vehicles recommenced some Inter-city services, using buses and coaches which were masterpieces of cannibalisation from small workshops, grossly overloaded, often towing a baggage trailer and in some cases in the Padua (Padova) area passenger-carrying drawbar trailers.

The first reaction of garage staff to the sight of an Allied Officer approaching was that a requisition order was imminent, but as with bus staff everywhere, once the visit was found to be purely of a lifelong interest in buses, co-operation was willingly offered, as they were always proud of their efforts to maintain a fleet with minimal spares.

Despite the devastation of the dock area of Naples a reasonable trolleybus service, together with the underground railway from the suburbs, was operated but there could only have been about six motorbuses working.

Anconas, Bari and Padua could also boast trolleybus services, as well as a variety of coaches almost always painted blue with chromium fleet names on their sides. Frequently they had the yellow triangle over the windscreen to indicate that they were towing trailers.

This is the background to the photographs which were taken with an elderly Zeiss Ikon Baby Ikonta, acquired in the back streets of Naples, with the negatives processed in somewhat dubious conditions. Hopefully the locations have been correctly recalled, but the writer apologises if any reader notes errors.

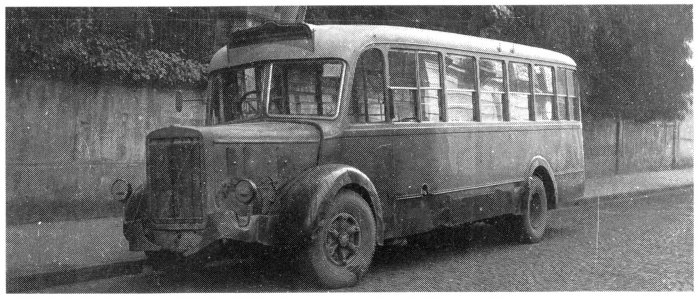
Left: **A Fiat 635RN fitted with a service body, towing a 33 seat trailer bus. Note the illuminated triangle symbol over the windscreen which denotes the vehicle has a trailer. This view was taken in SIAMIC's garage in Padua.**

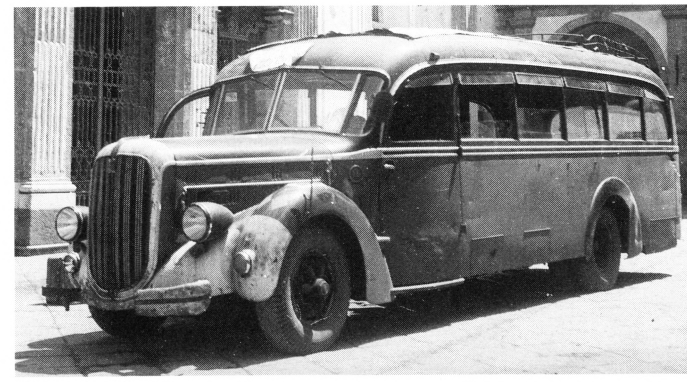
Left: **A 'Fascist Party' bus still carrying the slogan which when translated means 'Believe, Obey, Fight'. It is standing forlorn behind the Royal Palace in Naples where presumably it was abandoned as the Allied Forces entered the City.**

Right: **A Lancia and luggage trailer at Padua.**

Below left: **An Alfa Romeo service bus used by Naples Corporation Transport system in Possilipo which is a suburb of the City.**

Below right: **A Fiat 635RN, a six-cylinder diesel bus operated by (Societa Anonim Itala Meridionale (SIAM) but requisitioned by the British Army on entering Naples.**





Centre left: **An Alfa Romeo service bus requisitioned by the Regia Marina Italia.**

Centre right: **An OM four-cylinder petrol bus with bodywork by Renzo Orlandi used by Societa Anonima Cuprenze Servizi at Ancona.**

Above left: **SPA four-cylinder diesel with a Fiat gas producer and 25 seat body by Barbi and operated by Societa Anonima Umbra Machiggiano of Fabriano.**

Above right: **A Fiat 635RN and 40 seat body by Varesina Carrozzeria of Varese.**

Right: **A Lancia Trero 64 with 52 seat body by Viberti and oprated by SIAMIC.**

PRESERVATION SCENE

Tony Peart

WHEN Tony Blackman had the idea of a nocturnal Heart of the Pennines Rally, he can hardly have envisaged the spectacular success that the event would enjoy. That there would be a clash with another event was almost inevitable, but it was rather unfortunate that both events should be in the same general area. In October 1991 a Yorkshire Day was held at Sandtoft Transport Centre and was arranged again for the same weekend in 1992. An interesting selection of buses was present, the undoubted star being Yorkshire Traction's beautiful Leyland Tiger TS7, No 492 (HE 6762), brought over for the occasion by Chris Palmer, who lives to escape from his office into the cab of a real bus, which has recently been repainted and looks very fine. Once again vehicle parades were held, but the fact that Sandtoft Transport Centre now has a mains electricity supply meant that for the first time at this event a procession of Yorkshire trolleybuses could be run, and quite spectacular they looked, all lit up on a bitterly cold, grey, drizzly afternoon.

While this was going on, buses were converging on Halifax in great numbers. The early arrivals had to contend with snow that had fallen quite heavily in the morning, and some of them found the long ascent to Swales Moor rather more than had bargained for, as condition were very slushy, with a resulting loss of traction. For the writer and one or two other drivers who attended the Sandtoft event first, it was not possible to get to Halifax before about 5.30pm, to be confronted by a quite unbelievable spectacle. With the willing co-operation of Calderdale District Council, the historic Piece Hall was chosen as the venue, and the buses assembled within the great courtyard. With this noble back-cloth floodlit, to the strains of Mozart, row after row of buses, most of them preserved examples, were displayed, a vision of splendidly colourful liveries and glittering brightwork. It was necessary to operate a kind of signalling system to allow vehicles back and forth through the narrow entrance archway, and space was at a premium within to allow loading and unloading, but it was a very good-humoured occasion, and vehicle owners were prepared to be patient. Cynosure of all eyes was the newly repainted Leyland Titan TD1, MJX 222J, which has worn various liveries since being brought back from Jersey about 25 years ago, and which was once in the care of Geoffrey Hilditch when he was manager at Halifax. It has recently undergone refurbishment at the Whitburn museum, and its journey back to the South West was timed to coincide with the Halifax event. It is now back in its JMT colours, looking and sounding quite splendid. Your commentator was not fortunate enough to manage a ride up to Swales Moor on this historic veteran, but was told that its first essay at the long and steep climb, with a full load on board, proved to be something of an ordeal for it, especially in view of the weather conditions. A later journey was made with a reduced load, and the Titan was much happier.

Having spent some time finding a parking place for KDT 393, the writer was then able to join Messrs Taylor and Bailey on the fine late Leyland PD2 HTF 644B, which was No 38 in the Widnes fleet and now lives at the St Helens Transport Museum. As would be expected, this excellent vehicle, which does not usually stray far from its home base, purred and gargled its way up the bank with complete equanimity. So many vehicles were on offer throughout the afternoon and evening that it was always possible to jump off one at the Sportsman Inn and immediately board another for the return journey, if so desired, and the writer did this to sample Tony Blackman's famous BCP 671 with its recently-installed 11litre engine. It does not really sound any different from a standard AEC Regent III, but the model's normally excellent performance is enhanced, and Halifax 277's hill-climbing ability is superlatively good, reminding us of those far-off days when, if one was lucky, it was possible to storm up the town's steep hills in a supercharged 8.8litre Regent.

Some time ago your commentator wrote of his keen pleasure at travelling on the well-known Lancashire United Guy Arab III, MTJ 84, one-time television star, with its rare Roe coach body. This was before complete rebuilding and restoration had taken place, and since that run an enormous amount of money, time and effort have been expended in bringing this exceptionally fine vehicle back to a pristine state. All this travail was certainly worthwhile, and it is quite delightful to sit in that warm cocoon, on comfortable and newly re-upholstered seats, as, defying the grimly cold, wet and windy conditions, the Arab cheerfully whistled its way up the hillside, with subdued Gardner rumble and a restrained but melodious concerto from the gearbox providing the perfect accompaniment. Several enthusiasts on board were quite enraptured, and rightly so, for this really memorable experience exactly fulfilled all Tony Blackman's hopes for the event, with a beautifully restored coach bringing back the sensations and atmosphere of autumn journeys in years long past, with interior lights ablaze, illuminating a vista of gleaming, varnished maplewood and moquette in rich, warm tones, as the rain streamed down the windows and the 40-year-old Guy climbed effortlessly on. All that remains to complete this restoration, which had very little publicity and yet is to the highest standards, is the replacement of the present LUT monogram by one in heavier gauge metal. Then the illusion of a newly delivered coach will be exactly captured.

Richard Pitt recently visited Whitburn, when he took his Albion Chieftain on the HCVS Scottish Road Run, on a typically foul, wet September weekend. He brought back some photographs, and it was good to see the excellent progress which has been made on the Glasgow Leyland Titan TD1, GE 2446, which is externally virtually complete and looks altogether magnificent. What a treat it will be to see another restored TD1 take to the road, especially in Glasgow's spectacular green, cream and orange livery!

The ex-Lancashire United Guy Arab III seen on the HCVS Trans-Pennine Run. *M. Fowler*

At the Pitt headquarters in Otley, restoration is now complete on the rare Seddon lorry, XAC 299, once with English Electric Co Ltd. The acquisition of this vehicle was mentioned in this column several months ago. Its rebuilding has been accomplished to Colin Pitt's usual impeccable standards and it is to be Richard's rally machine in the 1993 season. He says he will have to get used to the Perkins knock and the suicide doors, but is looking forward to driving it, nevertheless. Colin has now begun work on a singularly decrepit Foden OG that he has had for 15 years. It is like Graham Donaldson's well-known example, but has a shorter wheelbase. It began its life with the Glasgow Co-op in Sauchiehall Street, but eventually became a quarry hack. With abundant rust and a partially collapsed cab, it is the sort of challenge that Colin enjoys, and will doubtless look very appealing when completed.

Graham Wilton has very kindly sent us some news from the enterprising Crowborough Fire Brigade Preservation Club, where off-duty hours are often devoted to vehicle restoration projects. One such, requiring very extensive work, is an ex-East Sussex Fire Brigade Karrier Gamecock water tender of 1956, LAP 476, withdrawn in 1971. In service this effectively replaced the Dennis Light Six open appliance AAP 344 (*VR 33* pages 158 and 165), which won its class on the 1992 Brighton Run. LAP 476 should be making appearances in late 1993 and will doubtless create much interest, being an unusual and attractive machine. Graham himself is busy on the restoration of another rare vehicle, 941 XMT, a 1958 Morris Commercial JB taxi, while his colleague Bruce Hoad is a military vehicle specialist, whose restoration projects include a WW2 Austin utility, a 1954 Austin Champ and a jeep. Another colleague, Roger Pollington, collects and restores Morgans, so there is certainly a lot of interesting work going on at Crowborough.

The Nottinghamshire base of the Notts Preservation Society is another place where currently there is a great deal going on. The society recently took over a further store shed at the former ordnance depot which is its headquarters, and this already contains several vehicles which are undergoing or awaiting restoration. It was envisaged that one unit would be devoted to the storage of buses and lorries in running order or which were long-term projects not at present being worked on. As often happens, such admirable plans were effectively undermined by the sheer cussedness of the buildings and the vehicles themselves, when it was discovered that it would not be possible to get double-deckers in the new shed! Recent arrivals include an unusual single-deck Daimler Fleetline from the Darlington Corporation fleet, and this has been joined by one of the town's well-known Daimler CCG 5 double-deckers, AHN 455D, which was retained as a driver trainer. It is complete and in remarkably good condition. Sharing the same accommodation is another new arrival, which has come up from Carlton Colville and again is in quite sound order, though as yet unrestored. This is ENG 707, the Eastern Counties Bristol L4G breakdown tender of Phil Howard and Chris Oliver, who also own the now unique Willowbrook-bodied AEC Regent III 6812A ORR 140, No 21 of West Bridgford UDC, which changed hands last year and which has made spasmodic and always fleeting appearances at rallies over the last 20 years. It is to be hoped that under its new ownership we shall see it more often, though Phil has been busy for a long time on the very thorough restoration of his impressive Nottinghamshire BUT six-wheeled trolleybus, 578 (KTV 578). Another bus to change ownership, but this time to leave the NVPS collection, is Nottingham AEC Regent III/Park Royal 161 (OTV 161), now owned by transport bookseller Dave Allen. This bus has now gone into indoor storage elsewhere in Nottingham, and, since it is in running order, it is again to be hoped that we shall continue to see it at rallies from time to time. A second example of this class exists in the care of Andy Thornton, No 137 (OTV 137), and he continues to make gradual progress on its rebuilding at Sandtoft, though presently much of his time is taken up with his elegant Roe-bodied BUT Nottingham trolleybus, No 493 (KTV 493), which was a Commercial Motor Show exhibit, and must be one of the most attractive of all preserved trolleybuses.

Returning to the NVPS collection, we note another new arrival in the shape of YTS 743A. This is re-registered Trent Motor Traction Leyland Tiger Cub, very similar to the example preserved by the company. Although scruffy and a trifle battered, the Cub is in surprisingly sound order, and should amply repay the time and trouble being spent on its restoration. Keeping it company in the new depot are three AEC lorries. Steve Blood has been working for some months on the rebuilding of his unusual AEC Marshal wrecker. OWP 958L, a rare breed in preservation. It poses the usual cab corrosion problems that are the Achilles heel of all ergo AECs. Its shed mate is a Mandator tractor unit purchased as a spares bank, but which proved too sound to scrap and which Steve Blood plans to keep. Alto stored here is a handsome AEC Mercury, 891 DFW, which served with Chettle's of Nottingham. It is in poor health at present, suffering from an ailment that afflicts AEC wet-liner engines when they are left dormant for a long period and the rubber sealing rings become fatigued, but this is not an insurmountable problem, and this most desirable vehicle ought to be a priority restoration candidate. Finally, we ought to mention again the sterling efforts of Keith Hopkinson, who, after a decade or so of intensive work, is now on the last lap of his mammoth restoration project on Derby Sunbeam F4A trolleybus 237 (SCH 237). 1993 should, at long last, see its emergence from the shed where it has reposed for so many years. It should put to shame all the preserved trolleybuses that we have so far seen.

Mentioned above was the Darlington trainer, AHN 455D. Sister vehicle 304 VHN was purchased for preservation some years ago, and eventually came into the hands of the Wilfreda Beehive Bus Co at Carcroft, to double as preserved vehicle and driver trainer. As so many people have discovered, the two uses are not really compatible, and the Daimler, though officially still serviceable, is now beginning to look very down-at-heel, and has received some damage to its fibre-glass front cowl, where another vehicle has carelessly been backed into it. These CCGs, with their Guy constant-mesh gearboxes, are particularly interesting machines, and it is to be hoped that

The East Pennine Transport Group's ex-Wallace Arnold Leyland Tiger Cub/Burlingham pictured at Swales Moor, Halifax but also a regular attender at the Dean Forest Rally. *M. Flower*

With rare front end this AEC Regent III with Weymann body saw service with Hull City Transport. *M. Fowler*

304 VHN, which unfortunately has to live outside, is not allowed to deteriorate further. Similarly, former Sheffield Titan PD3 904 (3904 WE), retained by South Yorkshire Transport and restored to a very high standard as a special events bus, now spends much of its time on driver training and bears a sad legacy of minor bumps and scrapes, its former glory fading fast. Another Daimler CCG to make the news is the last surviving Chesterfield specimen, a six-cylinder, front entrance bus, which worked for many years with Lockwood's Foods. Although a number of people were interested in this vehicle's preservation, it arrived at Barry Jamieson's Dunscroft yard and was precipitately broken-up before anyone had time to do anything about it. Although somewhat the worse for wear, it was in running order, so this was a surprising and very regrettable decision on the part of a breaker who usually puts interesting half-cabs on one side for a time, in case preservationists should be interested in them.

In happier vein, Reg Burn advises us of continued steady progress on the restoration of his 1962 Mk V AEC Mammoth Major 8. This originally belonged to Sutton's of Newlyn, who used it as a trunker on the Devon to London fish run. Stored for 12 years, it then went to John Bryan in Nottingham, and, a year later, to Reg in Newcastle. There is a great deal to do on this imposing wagon, but its eventual appearance is awaited with much interest. Perhaps it will make its debut on a future Tyne-Tees Run. Neil Birch in Hull, of East Yorkshire Tiger Cub fame, has also passed on news of work being done on some of his group's vehicles at Driffield. After many years off the road, OKH 337 is now being restored. This is a Hull City Transport AEC Regent III/Weymann with the very rare original AEC new-look front, sometimes called the bull-nose. This Regent was a familiar sight on the rally fields in the early and mid-1970s, and it will be very pleasant to see it out and about again. On the topic of bull-nose AECs, Jim Speed is reported to be making good progress on the gutted Bradford Regent III/East Lancs that was for many years the Reading Area Group's mess-room and dormitory at Sandtoft. Back at Driffield work is progressing on Hull Atlantean 270, on an Ellen Smith Harrington-bodied Leopard, which will make an attractive partner for Neil Birch's beautiful EYMS Tiger Cub, and on a Bedford O lorry, AFL 328.

Readers may remember that some time ago I wrote that it would be very encouraging to find a preservationist willing to take on the purchase and restoration of the former 177 HDT, the surviving Doncaster Corporation Leyland Titan PD3, used as a trainer by South Yorkshire Transport, and representing a significant gap in the ranks of Doncaster Corporation buses. Any moves by people showing interest in this project – and things were just beginning to happen on this front – have been swiftly pre-empted by SYT, for the Leyland was very suddenly withdrawn and sold. It has been exported to Neveda, so this particular gap will now never be filled, more's the pity.

Of the late season rallies, the Outer Circle Run was undoubtedly a successful event, with the usual wide range of preserved buses and coaches on view, though with no novelties or surprises, and a disappointingly small number of lorries taking part this time, though it was a source of great pleasure on this and several other occasions during the season to see the famous Williams and Edkins 'twins', Bedford and Dodge swb tippers, in their newly-applied reversed livery, red now being the dominant colour rather than grey, very bright and cheerful. It would not be true, perhaps, to say that Showbus was entirely successful. Heavy rain during the previous week had taken a heavy toll, and the Woburn Abbey site was fairly waterlogged. Thus it proved impossible to exhibit all the visiting buses and coaches in one place, and those which did not require to be judged were packed off down to the safari park, where many people, including the writer, did not have chance to see them. This could not be helped and Martin Isles is to be congratulated on making the best of a bad job, but it did rather spoil things. There were, however, other unsatisfactory features of this premier event. Too many exhibits became bogged down, either because of the wrong-headedness of their drivers or because of the inadequacy of the marshalling. Schoolboys, however bright and enthusiastic, do not necessarily have the experience and expertise to deal with the disposition of great numbers of large and heavy vehicles over partially waterlogged terrain, nor, perhaps, do they have the tact and diplomacy to deal with owners who

The ex-English Electric Co Seddon model 7L with Perkins P4 engine, in the workshops of Colin Pitt who now owns the vehicle and has undertaken the restoration. *Richard Pitt*

An ex-Darlington Corporation Daimler COG5 with Guy gearbox which is now preserved as mentioned in the text. *M. Fowler*

have made up their minds to park in a particular place regardless of conditions. We watched with horrified fascination as a Routemaster tried valiantly to push over a small tree, fortunately without too much damage to either, and managed to stop another vehicle just in time, as it was about to venture onto a boggy area where a PMT Leopard had earlier managed to dig itself in most successfully.

A particularly praiseworthy aspect of Showbus is the really excellent commentary given by Stephen Morris, editor of *Buses*, who is, of course, ideally qualified for such a task. When all the vehicles are in place, Stephen wisely shuts up and goes on his rounds, in sharp contrast to another commentator at more than one northern rally, who, though well-informed, never stops talking all day, scarcely even pausing for breath and rousing to fury those entrants trying to hold a conversation anywhere near a loudspeaker! Unfortunately, the public address system at Woburn does not reach all the areas, particularly the stall-holders, and it is very puzzling to wonder why it is not used to broadcast the results in detail. It is true that a list of numbers is read out, but these are not related to classes, and leave most entrants bewildered. Not only that, but, as often happens at this event, the selection of prize-winners seems to be whimsical, occasionally even perverse, and this year led to an even greater amount of disaffection and resentment than usual, though, of course, in many cases the winners are obviously the right ones. If the event is held with the same format in September 1993, it will be interesting to see whether those owners of concours-winning vehicles that came absolutely nowhere at Showbus carry out their threat of boycotting this rally in future. For such a prestigious event, too, the programme leaves something to be desired, not in the information convoyed, which is excellent, but in its physical form, an ungainly, floppy thing, made even worse where pages are stapled together higgledy-piggledy or upside down. Nevertheless, one has every sympathy for the small team who every year put on this huge and almost unmanageable event, which is a quite amazing spectacle, and whose brave efforts are perpetually dogged by the most evil weather imaginable.

One late season rally where there was not an atmosphere of rancour was the Rother Valley Society's event on 4 October. This undoubtedly benefited from the cancellation of the Donington Park Extravaganza, and thereby gained one or two quite famous exhibits that would otherwise not have been there. The venue is a little obscure and out-of-the-way, in the former colliery village of Langold, better known as the favoured resort of anglers, but that part of Langold Country Park used as the rally site is quite well drained, and, despite much rain beforehand, there were not too many problems. Your commentator was astonished to find himself hailed as the visiting celebrity and entrusted with the handing out of awards, a pleasurable task, and, although this event is not yet on the grand scale, it certainly made its mark and attracted a wide spectrum of vehicles in many different classes, the military section being exceptionally well supported. Kevin Smalley's very fine AEC Militant, USK 870, certainly took the eye here, as did, in the goods vehicles J. A. Leah's newly-restored Sentinel of 1955, a very welcome addition to the ranks of restored diesel-engined Sentinel lorries, and B. Rooke's very smart Bedford TJ VFN 491. Likewise very attractive was Q40 BAL, a handsome AEC Mercury recovery truck, which is still in use and was entered by P. Walton of Kilburn.

There were also some very rare buses on view at Langold, including two Crossley SD 42s, well worth going a long way to see, and Dougie Saunder's excellently-presented Hull Leyland Panther, GAT 180D, now fortunately restored at last to its pristine state after receiving severe damage in a shunting accident at its home base. With a superb 1930 Sentinel steamer, KF 2110, in attendance and an excellent range of cars and motor-cycles, this is certainly an event that deserves to do well, and its progress in future years will be watched with interest.

News has come from the Lincolnshire Vintage Vehicle Society of encouraging progress in returning two magnificent old Leylands to roadworthy condition. The Leyland TD1, WH 1553, has been having its radiator repaired, and the Leyland Badger bus, KW 474, a unique example, has been undergoing a thorough rebuild over several years. The society hopes that it will be possible to have all five of its petrol-engined Leyland buses at a rally, probably the Lincoln Castle event, during 1993. What a sight this will be! Much more news has come from Lincoln and from St Helens, but this will have to wait until next time.

New in 1940 with Bristol bodywork and operated by Bristol until sold. The body has been reb uilt from an open top showmans van and is the only example of a pre-war BBW double deck bus body. *D. Badger*

The Guy that Refused to Die

~ Restoration project for a Wolverhampton Trolleybus ~

Denise Plum

WHEN reporting on the sterling efforts of the Transport Group volunteers at the Black Country Museum in 1988 *(VR 17)* it was inconceivable that within three years a whole new chapter would begin surrounding one of the most remarkable and significant finds in the history of trolleybus preservation.

The full story of the discovery of Wolverhampton's Trolleybus No 78 is already well documented, but is included here briefly to set the task ahead into context.

Abandoned in the farmyard of owner Gerry Walsh in Callan, near Kilkenny in the Irish Republic, No 78 was discovered by Irish railway enthusiasts while recovering two former railway carriages of the West Clare Railway, who alerted the Transport Museum Society of Ireland. Following successful identification as a Wolverhampton vehicle, a joint operation by enthusiasts from the Black Country Museum, the National Trolleybus Association and the TMSI was launched to get the vehicle back to England. Following purchase for a nominal sum, No 78 was towed on a 100-mile journey to Dublin and then taken by ferry across the sea to Liverpool, before finally arriving 'home' in Dudley by suspended tow on 10 July 1990.

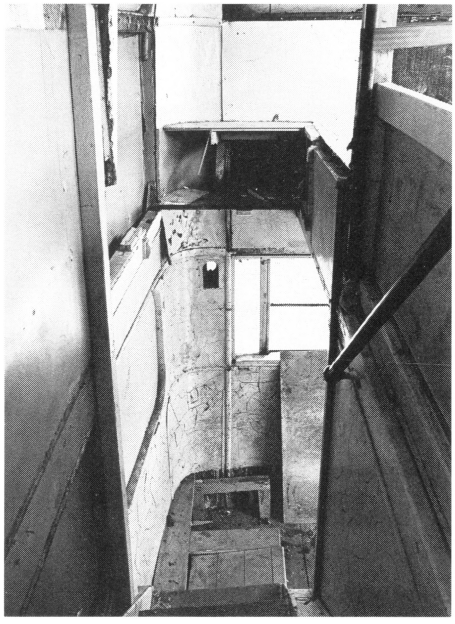
How and why No 78 came to be in Ireland continues to be a mystery, but such a peculiar first crossing of the Irish Sea was certainly fortunate for future preservation!

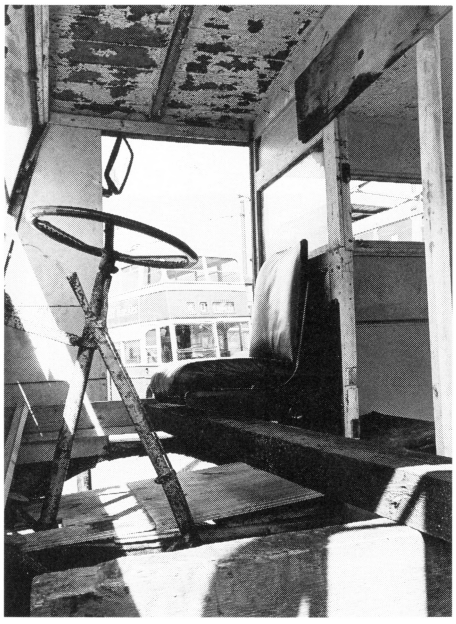
Fitted new with a Guy BTX chassis (No 23732), Guy body (W519) and Rees-Stevens electrics it was despatched new from the Wolverhampton works to the local undertaking Wolverhampton Corporation Transport in 1931. It carried the registration number UK 9978 and was in green and primrose livery.

Trolleybuses had first appeared on the streets of Wolverhampton eight years earlier in October 1923. The late 1920s and early 1930s had seen a major expansion of the fleet. No 78 was one of a total of 354 trolleybuses purchased by Wolverhampton. This was the largest number for any operator outside London. With a maximum route mileage of 46 miles, they served 11 main roads and 15 town termini.

This vehicle is representative of the second era of trolleybus design when the chassis had been stabilised with the motor under the floor. One of a batch of 12 vehicles of the same design it had a Guy patent straight staircase with normal glazing on the offside lower saloon instead of blank panels at the side of the stairs – a distinctive feature of the era. It was fitted with pneumatic tyres and was a three-axle vehicle. It is almost certainly a product of the close collaboration between Guy Motors and Wolverhampton Corporation Transport General Manager, Charles Owen Silvers. This was a fruitful and innovative partnership and was influential in general trolleybus development.

The body design of extending the upper deck over the driver's cab became known as the 'piano front' style. It is typical of many vehicles with British operators in the early 1930s. They were popularly used on intensive, heavily-laden urban





Top left: **A view from the upper deck down the straight staircase.**

Top right: **A look through the drivers cab with a survivor from the Derby fleet (No 215) seen in the background.**

Left: **The offside of the vehicle in remarkably good condition, having been protected in Ireland by corrugated sheeting**

services. One other piano front vehicle exists, Ipswich No 46, also in an unrestored condition.

No 78 probably enjoyed an extended working life with WCT because of the Second World War. Scrapping of trolleybuses after 10 years service was commonplace around this time. West Midlands Passenger Transport Executive archives reveal that she was sold to Don Everall, the local commercial vehicle dealer in August 1945, shortly after the cessation of hostilities. Nine others from the batch met the same fate. At least four of these became caravans including Nos 72, 74, 77, and 81 though at the time of writing their precise whereabouts remain unknown! No 76 was cut up in January 1946 and No 82 followed in September of 1947. The batch carried the fleet numbers 71-82 inclusive. No further information would appear to exist until the Irish connection was made more than 40 years later!

When found in Ireland, No 78 had long since outlived its purpose as a living wagon and had become a general storage shed. She was rescued in the nick of time. Luckily the offside had been covered with corrugated sheeting, as had the roof, and this afforded some protection from the elements. As a result she is largely complete and in extraordinary condition for a vehicle abandoned 60 years ago.

However, there is a world of difference between her current condition and one fit for public use on the museum trolleybus circuit. Restoration to roadworthiness will not be an easy task. Unlike the majority of saved trolleybuses which were acquired shortly after the end of running, and did not require major attention, the situation with No 78 is more akin to tramcar renovation. Thankfully the experience gained in restoring Dudley and Stourbridge Tramways No 5 and the work currently going ahead on Wolverhampton tramcar No 49 will prove invaluable. Confidence is high and a full inspection suggests that though a difficult task, no problem should be considered insurmountable on this timber-framed vehicle.

A shopping list and work plan includes chassis overhaul, removal and if necessary renewal of axles, bearings, brakes, springs and steering together with differential, half-shafts, prop-shafts and motor mountings. A complete rebuild will be required from the chassis upwards.

Electrical equipment needed includes traction motor, resistances, contactor box and control gear. New trolley bases, trolley booms and light fittings will have to be made.

Hardwood will be used to replace the frame and aluminium for the body panels and mouldings. Also required are new seat frames and leather seats as well as a bell system, destination box gear and blinds, to say nothing of safety glass, paint, transfers, varnish and period adverts!

Time, effort, and genuine 'hard graft' is available in plenty and will be given freely. The key to a speedy restoration lies with the generosity of donors and sponsors. However, financial support is not easy to come by in an economic recession. It is difficult to put an overall figure on the cost of full restoration. It could be as high as £100,000.

Now housed in the museum depot, No 78 is obviously special to visitors and is attracting great interest despite its rather forlorn and dilapidated condition.

To be returned to its former glory in the foreseeable future Wolverhampton No 78 clearly needs just one more lucky break!

Upper: **The upper deck interior viewed from the top of the staircase towards the 'piano front'.**

Right: **The nearside had been exposed to the elements while in use as a storage shed. Note the '78' on the panel discovered by Robin Symonds of the NTA using 'wet and dry'.**

Brewery Transport

This popular subject continued from page 52

This page left:
A 1943 Jowett Bradford pick-up, and when seen at the 15th Sandwell Historic Vehicle Parade, West Bromwich in May 1992 was in daily use by Holt Plant & Deakin. *Peter Durham*

This page lower:
This 1946 Leyland Beaver 12/1B was originally owned and operated by the Elland Fire Brick Co. It was purchased and restored by Greenall Whitley in their own workshops in 1986. Seen here on the 1992 HCVS Bournemouth to Bath Run. *Peter Durham*

Opposite page upper:
This 1947 Austin K4 lorry was supplied new to Eldridge Pope & Co at their Portsmouth depot. It later saw service at Poole and Dorchester until it was sold to its present owner, Len Watts, in 1975. *Peter Durham*

Opposite page lower:
A 1948 Maudslay Mogul Mk II which was first used by Atkinsons Brewery of Birmingham. It was fully restored by Greenall Whitley in their workshops. It was acquired by its present owner D. Dugdale of Nelson, in 1990. Seen at the HCVS Trans-Pennine Rally at Harrogate in August 1992. *D. A. Reed*

Len Watts & Sons
THE HOBBY HORSE
The Brewery
FLINTOFF RIPE & C
FOW 486

GREENALL WHITLEY
BREWERS & BOTTLERS
WARRINGTON & ST HELENS
GREENALL WHITLEY & CO LTD WILDERSPOOL BREWERY WARRINGTON
JOA 787

Haulage Contractors in Lancashire — 4

Accrington, Preston etc

Allen Caldwell

JUST outside Accrington is the small village of Baxenden which is well known for the firm of Hollands Meat Pies and was the base of the former haulage firm of Wrights Transport. Wrights did a lot of work for the world-famous firm of Howard & Bullough Ltd who made textile machinery in a very large works which employed thousands of people.

Wrights vehicles could always be found at Liverpool and Hull Docks with export goods or loading timber for Howard & Bullough's packing department. This firm's fleet was made up of Meadows petrol-engined Guys, a Thornycroft – which was always driven by John Willy Jackson who, of all things, had a wooden leg. There were also a couple of AEC-powered Maudslays and a Seddon with a Perkins P6 engine.

One of the Maudslay drivers was Bert Baker and he was a real 'Jack the Lad'. A lot of people never knew his name and he was called 'Husky'. On a night out in Hull it was fatal to see Husky in a pub. He always enjoyed playing games, such as who could drink the pub dry, or who could be the first to upset the local Bobbies. After all this he would fill himself with greasy fish and chips and then retire to the Maudslay Hotel! A few years later Husky upset the Bobbies in Accrington, so they decided to look after his licence for a couple of years.

In 1948 Wrights became part of BRS and another name is now just a memory. In 1988 the garage was still standing (only just!) but was in a sorry state through not having been used for 40 years.

One firm in Accrington who had a large fleet in the 1950/60s was the Bradley Group which was run by Jack Bradley. This firm did a lot of container work out of the former Preston Docks, and operated quite a few four-wheel International Harvesters and it was said when the IH works at Doncaster closed down, Bradley purchased all the last batch of vehicles as a job lot. Jack Bradley passed away and his son took over, but by 1988 the fleet was not as large as it was in former years.

The small town of Haslingden was the home of J&E Transport Ltd, who had a very large garage and a large fleet of vans. This firm catered for the Scottish textile work and a night trunk service to Dundee was operated. Later on J&E sold out to the Tayforth Group and when Tayforth was taken over by BRS the garage at Haslingden became the Lancashire depot of Scottish Road Services Ltd.

The cotton town of Burnley had a firm whose name became famous in road transport and this was Oswald Tillotson Ltd. The firm was a producer of cabs and bodywork and a main dealer for AEC and Maudslay. Tillotsons took control of Bouts Bros, the East London transport firm, and then became well known as Bouts Tillotson Transport Ltd. They also took over the Burnley firm of W. V. Greenwood Ltd and a concern called Same Day Delivery, who were an efficient parcels carrier. Bouts Tillotson, Greenwood and Same Day all became part of the very large Hanson & Holdsworth Group which was based in Yorkshire. In 1948 the whole lot went to the mighty BRS.

Another old firm in Burnley was J. Stanworth & Son (Haulage) Ltd who had a garage in Barden Lane. This firm had a few Foden DG8s and a variety of other vehicles on general haulage and textile work.

The historic town of Clitheroe was the base of Snapes Garages Ltd who no longer operate. They had a small fleet of four-wheel ERFs which were operated mostly on textile work. In the 1960s one of the firm's vehicles caused a few problems for the Blackburn Police Traffic Department. The driver had come round a corner rather quickly and was carrying a very high load of textile packing cases which leant over at a very bad angle. The driver must have had some good ropes on this load as they did not break, but the angle was so bad that a car could have driven underneath.

The large town of Preston had a few haulage firms and the former docks were always busy with road transport coming and going seven days a week. The port of Preston was one of the first (if not the first) in the country to operate a Ro/Ro (roll on, roll off) boat service. The best known firm in Preston was the very old business of H. Viney & Co Ltd. At one time they operated a large fleet of Leyland steam wagons and then continued with the Leyland make with both petrol and diesel vehicles. A lot of the Viney vehicles, just prior to 1948, had an emblem of two hands holding a steering wheel with the words 'Viney Keeps on Time' on the cab doors. Viney's also had a depot in Manchester, but I do not know anything about this.

Apart from haulage, H. Viney & Co Ltd formed Lancashire Petrol Deliveries who also operated Leylands. It is not known if there was any connection, but at one time the Managing Director of Viney's was a Mr Gosselin who had some involvement with Tyburn Tankers of High Wycombe, and their vehicles also had an emblem of two hands holding a steering wheel and the words 'Tyburn Keep on Time'. Alas Viney's went to BRS in 1948 but the BRS Preston depot was always known as 'Viney's Garage'.

Preston still has the haulage concern of Chris Miller (T) Ltd, who go back to the days of solid tyres and like Viney had a large Leyland fleet. By 1988 they had branched out and apart from general haulage work they undertook contract hire, crane hire, and abnormal loads work. On the contract hire side, Miller had some four-wheelers painted in the livery of Tetley Beers and Castrol Oil. In 1988 some of the abnormal loads work was undertaken

Left: **A Thornycroft Sturdy 6 tonner supplied in 1943 to a Haslingden haulage contractor. Another Sturdy (Reg No ETJ 814) was purchased a few months earlier.** *Ian Allan Library*

by a six-wheel Mack tractor with the name 'Bonzo Bear' and a Thornycroft Mighty Antar – a far cry from the solid-tyred Leylands originally operated.

Northern Ireland Trailers Ltd had a depot and a large fleet of Leyland Comets and Atkinsons on the former Docks Estate. Later they became part of the P&O Group, who also have an operation at Fleetwood which caters for Ro/Ro work to and from Ireland.

A parcels carrier in Preston – Bridges Transport – was started by Harold Bridges in 1921 with a model T Ford. The company developed and was taken over by the BRS in 1950. Later Bridges started up again, but sold out to the Tayforth Group and so back to BRS again. Bridges garage was in Raglan Street and they were known as the 'Raglan Street Flyers'.

One name in Preston that was well known was James Watkinson who in his early days was a farm produce merchant and did household removals with a solid-tyred Leyland. He went on to become a large PS operator named Scout Motor Services which he founded in 1919 and sold out to Ribble in 1961.

Edward Hankins was another haulage firm in Preston who operated steam wagons, but sadly no details are known by the author.

As a small boy I remember Dallas Motor Services had a garage in Leyland and they operated some Leyland Hippo vans doing work for the BTR Group who had a plant in the area. The last time I saw the Dallas garage it was being used by a builders merchant.

One well known firm I have not mentioned is Fisher Renwick who among other things had a Manchester-London trunk service with a fleet of Scammels. I do not know if this concern was Manchester or London based, but I wonder if they were connected with the Fisher Shipping Line of Barrow-in-Furness. On some of their vehicles they used to have Fisher Renwick Manchester-London Steamers. I know that the Renwick part of the concern is now involved with the Renwick Group of garages and transport in the West Country.

I know there are a large number of concerns past and present which I have not mentioned for there were so many in the heyday of road transport, both before and after the BRS days. To name them all would fill a book, and I have no record of many of them.

Looking back on my working life I have had some funny and sometimes hair-raising times! One Monday morning I left Darwen with a 5ton Morris Commercial which was loaded for the Edinburgh area and the round trip would take four days. This was a few years before the racing circuit known as the M6 was built. Just north of Kendal on the old A6 is a very steep hill which is known as Strawberry Bank and is before the long climb over the famous Shap. That particular morning it was raining very hard and on the steepest part I saw a thick wallet lying in the road. Handbrake on and out in a flash! The 'wallet' was found to be a small lump of polished wood!

On another occasion I was making my way home down Shap and one minute there was no other vehicle in sight and the next a Foden low-loader of McKelvie's loaded with a ship's propeller passed me in Scotchman's Overdrive! The driver must have been related to the Matador driver who was mentioned earlier!

Once on a run to Sheffield and going over the famous Woodhead route I saw a nasty accident with a wagon and trailer. I had passed this vehicle, which was fully loaded, some way back and after a few miles it caught me up with headlights flashing and going from one side of the road to the other. The vehicle had knocked down hundreds of yards of stone walling and was going at great speed. When it finally stopped it was said that the driver had let the trailer mate have a go at driving and he had missed a gear in changing down for the descent, thus the vehicle went out of control.

Once on a run to Scotland, which I did very often, it involved staying away from home for a few days. I stayed the first night at Mrs McPhail's in Broughton Place, Edinburgh. I went to my room, opened my case, and there was everything in it except a pair of shoes. A nice suit and white shirt do not go well with an old and oil-covered pair of steel-capped boots!

On the road a lot of old and well known cafés have gone, and some were a bit rough (for want of a stronger word!). One such café on the A6 at Garstang, north of Preston was known as 'Dirty Dicks' – at least it had the right name! Still on the A6 but at the bottom of Shap was the well-known transport café called 'The Jungle'. This place was a bit rough and ready but it was heaven in a bad winter when Shap Fell became blocked with the white stuff. On some days the café would be full of drivers and you had a job to get served.

In the heyday of trunk services it was quite a thing on a good summer's night to see many a nicely-sheeted eight-wheeler leaving the south Manchester area and heading for the Potteries and on to London, or passing through Preston on the Glasgow and Edinburgh runs.

Nowadays a lot of own account operators run night services to many parts of the country but it was the McNamaras, Fisher Renwicks and Bouts Tillotsons of this world which paved the way.

From solid tyres and chain-drive to sleeper cabs and tachographs, road transport has come a long way. The old-fashioned trunk system has gone and now it is a case of change a trailer and 'Be back sharp lad'.

Concluded

Part 1 — Blackburn area appeared in *VR31*
2 — Darwen area — *VR32*
3 — Bolton area etc — *VR33*

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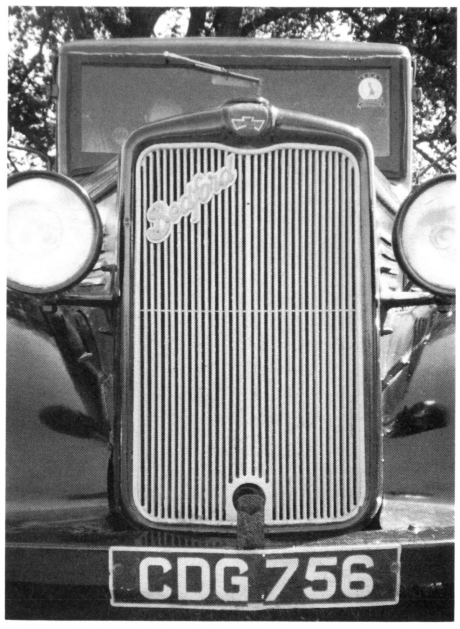
Right: **Another of the fleet of Silver Roadways, which is well loaded with empty sacks.** *VRPL*



RADIATOR

Photographs by D. E. Burton, except where stated

Please note variations can occur

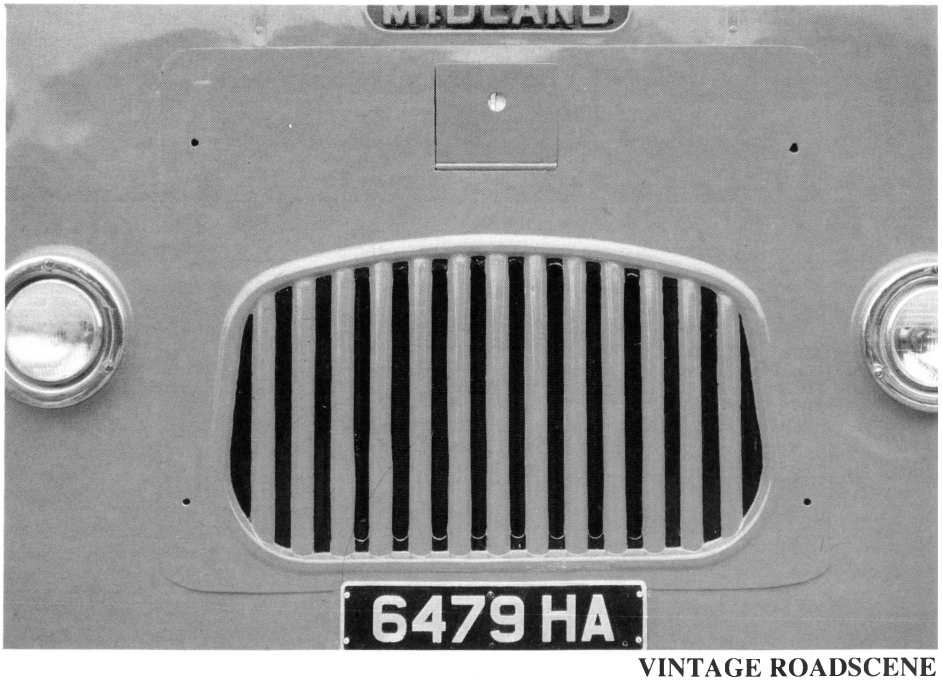
Top left:
The radiator and badges on a 1938 Bedford WS model flatbed owned by J. Williams of Oxford. Seen at the Fairford Traction Engine Rally in August 1991.

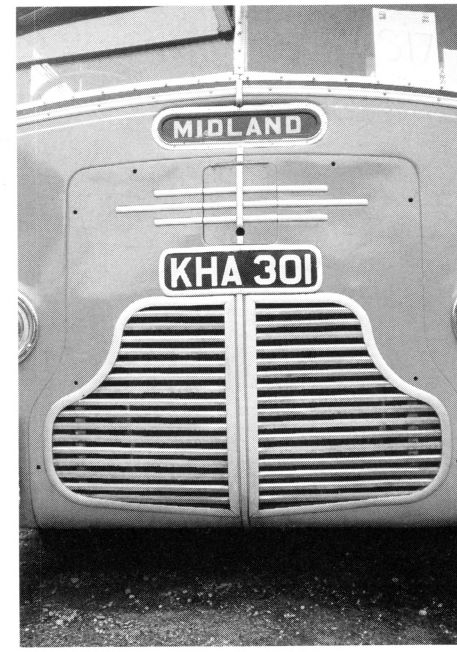
Top right:
This is different to VLT 9 opposite. Note the central bar with no shaded top portion and the plain LT roundel on the actual boonet on this the first production model of the Routemaster.

Left:
Bedford radiator grille on a 1950 KD type owned by J. & J. Smith & Sons.

Lower left:
The wartime version of the Bedford radiator and bonnet is exemplified by this 1943 OY model seen at the Trans-Pennine Run in 1990. R. J. Jackson

Lower right:
The grille used on BMMO model S17 buses. Photographed at the Kidderminster Road and Rail Rally in October 1991.





Top left:
The grille on VLT 9 differs from the one opposite. Note the AEC triangle although replaced with LT's own motif, and general shape of the upper central portion of this model. Both RM's photographed at the Kidderminster Road and Rail Rally in October 1991.

Top right:
A close-up of BMMO C1 the 1948 coach shown on page 55. The body was built by Duple to a BMMO design. The coach was preserved in 1971.

Right:
Radiator and badges on a 1938 Bristol LL5G, ex-Southern National single deck bus now owned by the Cotswold PSV Group. A close-up of the vehicle illustrated on page 54.

Lower left:
The well known front of the Bedford S type. *C. Buckley*

Lower centre:
A 1947 Bristol L6B Beadle bodied single-deck bus, ex-Wilts & Dorset. She has the Bristol AVW engine, the 21st built and believed to be the oldest still running. Seen at HCVS South West Area Rally at Yeovilton in September 1991.

Lower right:
Another Bristol, this time a K5G photographed at the Kidderminster Road and Rail Rally in October 1991.

The Sotheby's Auction of Collectors Cars, Commercial, Horsedrawn, Military and Steam Vehicles, Motor Cycles and Automobilia – Hendon 24 October 1992

Stan Richardson

FOLLOWING the success of historic commercial vehicle auctions in recent years, it was not surprising when the highly respected firm of Sotheby's announced their inclusion in this sale which took place at the Royal Air Force Museum, Hendon, Middlesex. Unlike private cars, the heavier variety always present accommodation problems but the area available at this location was more than adequate with the larger vehicles positioned outside while others were on display in a marquee or inside the main aircraft hall.

Proceedings were conducted in the Dermot Boyle Wing in its largest section forming the saleroom where purchasers sat comfortably in a centrally heated environment, surrounded by items of automobilia which have always been a special feature of any Sotheby's motor auction. Sadly their advertising department failed to expose this event fully in the historic commercial vehicle sector so they failed to attract the regular purchasers seen at similar auctions elsewhere. Admittedly there was no shortage of entries with a number of unique and highly valued vehicles being submitted, but the absence of purchasers resulted in very low selling prices or an inability to reach reserves. Some exceptions were recorded but these were for vehicles that appealed to collectors prepared to purchase the unusual of wheels, but generally their interests do not extend to those designed for the carriage of goods.

As mentioned in the Editorial of *VR 33* edition, the highest price was paid for a 1921 Riker double-deck bus (NN 373) which went to a telephone bidder for no less than £48,000. During the event, a conversation with an expert restorer of early passenger vehicles revealed that this was not original with no known service history, the body coming from an AEC B-type and its chassis having been used during the First World War. Some attention was also required throughout so it is highly unlikely that the purchaser was really aware of what they were buying and certainly had no idea of the true market value.

Three additional passenger-carrying vehicles included a 1931 Dennis 30cwt single-decker with a Short 14-seat single-deck bus body (OU 9286) in immaculate condition and restored in the original livery of King Alfred Motor Services. Surprisingly, the response was poor and only five bids were received to finish at £10,000 which was short of the reserve. The other two sold cheaply, especially a 1925 AEC 413 type with Metalcraft 29-seat single-deck bus bodywork (VA 5777), purchased new by GOC of Hamilton but preserved some years ago in the livery of Midland Bus Services Ltd, Airdrie, as entered. This required some refurbishment but sold at only £3,900. Third was a 1933 Renault TN6A 33-seat single-decker (PKX 8H) that spent its working life with RATP of Paris but came to England in 1970 for preservation. Still in original condition with dark green and cream paintwork, it found a new owner at £2,500.

Five steam-driven machines were entered but raised disappointing prices, apart from an 1899 Robey general purpose engine (AO 8122) which sold in good condition for £16,500. Next in price order was a half-scale Sentinel S4 replica (Q242 ENR) complete with a showman's organ mounted on the flat platform bodywork. The vehicle was built in 1987 by Ray Prime of Measham and remained in working order as was the 52-key organ, constructed by John Page to produce 1½hr non-stop music. Interest was thin on the ground and it did not reach the reserve after receiving bids to £9,500. A 1923 Armstrong Whitworth 10ton road roller (NE 2271), a good working example, rescued from a scrapyard in 1960 but not restored until acquired by the vendor in 1978. Finished in the standard Armstrong Whitworth livery, it sold after receiving nine bids for £9,000. The fourth steam entry was a 1927 Fowler road roller (AV 1159), new to Aberdeen County Council and entered preservation in 1972. This aroused some competitive bidding from £1,800 for the hammer to come down on a selling price of £7,500. Last but not least was a late entry c1910 Marshall portable engine, complete with a high chimney but in need of some attention to fail in bids to only £4,000.

A good turnout of military vehicles were led by a c1940 semi-trailer caravan used by Lord Mountbatten when he was Supreme Allied Commander, South East Asia during 1944 and 1945. Mounted on a Keystone AC105 chassis, it had been restored to original by the REME at Stirling in 1987 but was submitted by the Trustees of Mountbatten's Estate and changed hands after 28 bids at £14,000. An interesting vehicle achieved the next highest figure in this section and was a 1925 Crossley Kegresse 15cwt half-tracked carried with chassis No K1. This was said to be the first of its type produced and the only complete example to survive, but it did not sell after receiving bidding to £11,500. Three of these entries were of special interest to regular readers who will remember the sale at Grantham reported in the *VR 33*. They included a c1965 Daimler Ferret Mk 2/3 scout car (GVS 986) which remained in service until 1991 and changed hands after no less than 45 bids for £5,200. The example at Grantham was in similar very good condition but achieved a price of only £2,000 after some brisk bidding. Another was a very good 1959 Alvis Stalwart Mk 2 high mobility load carrier which sold at £2,400 and was similar to the best of five sold at Grantham which achieved a price of £1,650. Third of this group was a 1971 Alvis Saracen Mk 6 armoured personnel carrier, also in very good order to sell at £2,000 while the best of three at Grantham in similar condition sold for £1,500. From the pre-World War II years was a 1935 Morris 8 wireless/field car (DMC 53), restored to the original specification with full radio equipment but failed to reach the

Left: **The 1921 Riker double-deck bus. No history has been published, but it was reliably stated it was not original as the body came from an AEC B type, with the chassis used during the 1914-18 war. It raised the day's highest price at £48,000 from a telephone bidder.**

reserve after receiving bids to £4,500. Two Willy's jeeps were also entered with the best of 1945 selling at £4,000 whilst the other changed owners for £3,800 but required minor attention. The final military example was a late entry 1964 Land Rover series IIa ceremonial parade vehicle, converted to this form in 1968 but did not sell after bidding reached £2,950.

Six fire appliances covered a period of 50 years with top price going to a very good 1915 Dennis 60/70hp engine (G180), new to Glasgow Fire Brigade and in preservation since 1983 but did not change hands at £12,800. A disappointing selling price of £5,000 was paid for the next in value order but was the oldest in the form of a 1911 Delahaye 43PS (CD 6142), said to have first been used on the outskirts of Paris. It was eventually preserved in France but came to England in later years and was believed to be still in good working order. Two from 1939 included a Dennis Light 4 Braidwood pump escape (FP 3564), new to the Leicestershire & Rutland Fire Brigade but still in very good condition to sell for £2.800 and a part-restored Leyland TLM2A limousine-type water tender (BFR 700). This saw service from new with the Blackpool Fire Brigade and managed to find a new owner at only £250. The remaining two did not sell, but an interesting situation arose with the older which was the 1942 Leyland Titan TD7 Merryweather turntable escape (GLW 410) in the original NFS livery. This appeared at Peterborough in October 1991 but did not reach the reserve at £5,500 then so it had to fail again after receiving only three bids to £2,500. The other however, did not raise a single bid despite being in good original condition and was a 1961 Commer QX Carmichael water tender (728 DRM), purchased new by the Cumberland County Council Fire Brigade.

Three Austin 12/4 taxis were entered but only one changed ownership in the form of an excellent example of 1937 (EGY 384) and achieved a considerable response in bidding to £12,000. The remainder did not reach their reserves and included another of 1937 (DLX 214) which was original but required some restoration to reach £8,500. The other was new in 1933 with Mann & Overton landaulet bodywork (ALY 781), also in need of attention but original and raised £9,000 in the bidding.

The highest prices achieved by good vehicles were for two of the same period that did not change hands at £11,000. They were the 1915 Jeffery Quad 4010-B lorry (EL 1419) that has been in preservation since 1979 to remain in excellent condition and a 1919 Unic M10 van (DS 8147), said to have been restored to original specification. Next came a 1917 White model 30 van (GR15), discovered as a chassis but nicely restored to the present form and sold for only £9,000. The earliest commercial vehicle entered was a 1907 Cadillac 10hp delivery van (LV50), found derelict in 1960 with the remains driving a saw bench in Somerset. Restoration subsequently took place and it was in excellent condition but failed to reach the reserve when bid to £8,000. Also raising that figure but not selling was the 1936 AEC Mammoth Major Mk II 0266 with Dyson drawbar trailer (CXF 20) carrying period containers and in the livery of J. Lyons & Co Ltd. This did not sell at Peterborough in October 1991 when bidding reached £14,000 so the figure on this occasion was very disappointing. Back in the early period was a 1911 Renault AG type 10cwt van (DS 8872), a late entry with no details included but did not find a new owner when bid to £7,500. That figure was also achieved by a c1916 AEC Y-type chassis/cab which required restoration but had been in dry storage in recent years and was almost complete.

A 1946 Bedford OSBT tractor and drop-frame semi-trailer (GXX 979) in very good condition failed in the bidding at £6,600, as did a 1928 Morris Cowley 10cwt van (UY 2800) in similar order and a nice 1931 Bedford WLG Vincent horsebox (LG 7174) also remained with the vendor when bid to £6,200. Two Fodens had been on-loan exhibits at the British Commercial Vehicle Museum until recently but neither reached their reserve figure. Oldest was the 1933 R-type flat with streamline cab of the period (AMA 105) which received bidding to only £5,600 while the 1939 OG4/6 flat (GLG 962) managed £4,500 after nine bids starting at £2,500. One that did find a buyer was a 1926 Albion SB24 30cwt van (TS 4685), new to Keiller's of Dundee and had been in preservation with one owner for the past 25 years to remain in excellent order but sold for only £5,200. A 1952 Scammell showman's tractor (MXD 788) was in good condition with a generating set installed in the rear but had no published history. With power provided by a Gardner 6LX instead of the standard 6LW, it did not change hands at £4,500.

Another vehicle to be auctioned previously in recent years was the 1947 Leyland Octopus 22.01 flat (LTN 265) which sold at Passingham in March 1990 for £13,000. Still in the condition as sold then and with a large quantity of Leyland spare parts carried on the deck, it did not find a buyer this time when bid to only £4,000. One to make two previous appearances was the 1948 Leyland Beaver 12B1 tractor (KTJ 619) which failed at Peterborough in March 1992 at £4,250. This was also entered there in October, 1991 but as a flat restored from a mass X-ray unit but made only £3,250 to remain with the vendor who subsequently carried out the conversion. Clearly, potential purchasers have been misled into thinking that it is a genuine 12B7 as a figure of £4,000 was achieved this time but without any change of ownership. Two medium weight vehicles were rare examples requiring restoration but neither reached the reserve due to the absence of enthusiast purchasers who would have been attracted to such projects. Oldest was a 1919 Renault 5ton Camion chassis, complete and presenting a relatively easy task, but only three bids raised the price to £1,200 whilst the other, a 1936 Thornycroft Dandy CF/FB4 3ton chassis/cab, required only cosmetic work. Unfortunately this had no published history and bidding at £500, £600 and a final one at £700, failed to secure its purchase.

A total of six light vehicles also received disappointing bidding prices which was surprising as they have generally maintained reasonable figures at recent Peterborough auctions. The top price in this group went to a 1937 Trojan light van (CBY 878) which required minor attention and sold at only £3,200 but a good condition 1951 Land Rover series I (JWX 984) failed to change hands at £2,000. Two others did not find purchasers and included a very good 1932 Fleet 10cwt pick-up which raised only £1,700 with a former GPO Telephones 1947 Morris series 2 5cwt van (NSK 711) achieving bids to the low figure of £1,200 despite being in reasonable condition. However, a 1961 Austin A35 5cwt van (YFW 892) in very good order did sell after

Right: **The c1918 De Dion Bounton Roadsweeper. Submitted in partly restored state but with equipment available. It sold at £4,500.**

16 bids for £820 and an imported 1958 Peugeot 25cwt parcel van, in similar condition, changed owners at £650.

Two remaining vehicles were of a specialised nature and included a partly restored c1918 De Dion Bouton roadsweeper with equipment available to sell at £4,500 whilst the other was a 1944 Albion CX22S wrecker. This was a former Army gun tractor that came up for disposal in 1960 but was later converted to the present form and remained in good working order. Probably its military origins aroused substantial interest with no less than 22 bids raising the selling price to £2,200.

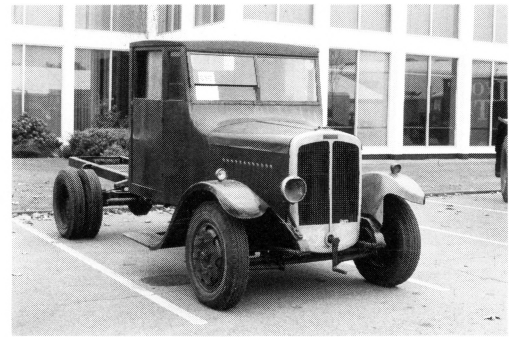
Three agricultural tractors were entered but one was only associated with this category in being a 1953 Geest market garden truck with a dropside tipping body and powered by a Villiers two-stroke petrol engine to sell in good order at £260. Oldest was a c1920 Austin 20hp tractor, complete but requiring restoration to find a buyer for £750 while its descendant, a c1967 BMC Mini tractor in very good condition, did not reach the reserve at that figure.

A total of five stationary engines were submitted in various forms with the top price going to an unidentified example which appeared to have Amanco origins but sold at £300. A 1912 Amanco Hired Hand changed owners at £250 however and a single-axle trailer-mounted 1972 Coventry Climax ex-Army generator went for £200. The other two were a Cashman C-type 4hp stationary engine which sold for £140 and a 1939 Beresford Stork fire pump that changed hands at only £100.

The majority of more than 480 lots of automobilia that came under the hammer were private car orientated. However, there were some items associated with commercial vehicles but they generally comprised of literary material rather than spare parts and only those in this category that sold are included in the following conclusion of this report.

High prices were paid for bound volumes of magazines with those of *The Commercial Motor* fetching £130 for numbers 117 to 126 covering the years 1963 to 1967 and 44 to 46 from August 1926 to February 1928 going for £210. *Motor Transport* volumes 48 to 50 of the period January 1929 to June 1930 sold at £140, 50 and 51 from July 1930 to June 1931 and 54 of January to June 1932, changed hands for £145. In addition there were 10 loose editions of *Motor Transport* issued during 1930/31 which sold at £28. Commercial Motor Show catalogues raised £110 for one of 1907, £80 for that from 1908 and another of 1913 sold for £50. Three of 1920, 1923 and 1929 fetched £80 while another three from 1937, 1954 and 1956 went for only £20. A 1930s Morris Commercial poster sold for £52 and one from Leyland of 1948, which featured London Transport buses, changed hands at £70. Two Guy Motors bookends with the Indians heads cast in aluminium and hardwood bases, went for £75 and a NFS brass fireman's helmet found a buyer at £130. A 1917 Thornycroft J-type instruction book and parts list sold at £20, nine assorted Albion handbooks went for £50, 17 of the same for Austin at £55, eight Dennis instruction books found a buyer for £25, four of the same for Napier vehicles changed hands at £100 and 11 Morris Commercial handbooks and parts lists sold for £40. Seven Leyland bus and coach leaflets found a purchaser at £45, five items of late 1930s Austin taxi literature sold at £50. Seven similar of the same period from Bedford changed hands for £50, the same but from Commer raised £30 with four more from Trojan going for £40 and a 1913 Daimler sales catalogue sold at no less than £120.

Sotheby's have since stated they intend to repeat these multi-catalogue auctions but could not confirm when the next will take place. They have the facilities and expertise to provide an acceptable outcome for commercial vehicle vendors but a successful future in this sector will depend on the degree of pre-event publicity which must be designed to attract purchasers with dedication to this specialised form of transport.



Top left: **Around in preservation since 1979, this 1915 Jeffery Quad 4010-B lorry raised £11,000 in bids, but failed to make the reserve.**

Top right: **1936 Thornycroft Dandy CF/FB4 3ton chassis and cab which needed only cosmetic restoration failed to sell at £70.**

Left: **This 1919 Unic M10 tilt bodied van failed to sell at £11,000.**

Lower left: **This 1961 Commer QX Carmichael Fire/water tender, ex-Cumberland FB and in good condition did not receive a single bid.**

Lower right: **Sold for £250, a D939 Leyland TLM2A fire appliance ex-Blackpool.**

List of selling prices as received from Sotheby's on 10/11/92 and non-selling prices as recorded at the auction.

** Denotes not sold*

COMMERCIAL VEHICLES

529:	LV50:	1907 Cadillac 10 h.p. delivery van £8,000*
533:	YFW892:	1961 Austin A35 5 cwt. van £820
535:	LG7174:	1931 Bedford WLG Vincent horsebox £6,200*
540:	CBY878:	1937 Trojan light van £3,200
541:	JWX984:	1950 Land Rover series I £2,000*
542:		1943 Willy's jeep £3,800
545:	G180:	1915 Dennis 60/70 h.p. fire engine £12,800*
546:	4944TY42:	1958 Peugeot 25 cwt. van £650
547:	DMC53:	1935 Morris 8 wireless/field car £4,500*
548:	AV1159:	1927 Fowler steam road roller £7,500
552:	VA5777:	1925 AEC type 413 Metalcraft 29 seat single deck bus £3,900
554:		1919 Renault 5 ton Camion chassis £1,200*
555:		c.1918 De Dion Bouton roadsweeper £4,500
556:	DLX214:	1937 Austin 12/4 taxi £8,500*
560:	EGY384:	1937 Austin 12/4 £12,000
561:	CD6142:	1911 Delahaye 43PS fire engine £5,000
563:		1932 Fleet 10 cwt. pick-up £1,700*
566:		1945 Willy's jeep £4,000
568:	GXX979:	1946 Bedford OSBT tractor and drop frame semi-trailer £6,600*
569:	ALY781:	1933 Austin 12/4 taxi £9,000*
573:	GLG962:	1939 Foden OG4/6 flat £4,500*
575:		1971 Alvis Saracen armoured personnel carrier £2,000
580:	MXD788:	1952 Scammell showmans tractor £4,500*
582:	TS4685:	1926 Albion SB24 30 cwt. van £5,200
583:	LTN265:	1947 Leyland Octopus 22.01 flat £4,000*
586:		1925 Crossley Kegresse 15 cwt. half tracked carrier £11,500*
587:		c.1940 Keystone AC105 semi-trailer caravan £14,000
588:	728DRM:	1961 Commer QX Carmichael water tender fire appliance No bid*
589:	FP3564:	1939 Dennis Light 4 Braidwood pump escape fire appliance £2,800
590:	UW2800:	1928 Morris Cowley 10 cwt. van £6,600*
591:	PKX8H:	1933 Renault TN6A single deck bus £2,500
592:	A08122:	1899 Robey general purpose steam engine £16,500
595:	NN373:	1921 Riker double deck bus £48,000
596:	CXF20:	1936 AEC Mammoth Major Mk.II 0266 flat and Dyson drawbar trailer £8,000*
598:	NE2271:	1923 Armstrong Whitworth 10 ton steam road roller £9,000
606:	AMA105:	1933 Foden R type flat £5,600*
611:	EL1419:	1915 Jeffery Quad 4010-B lorry £11,000*
613:	GVS986:	c.1965 Daimler Ferret Mk.2/3 scout car £5,200
614:	6ORB10:	1944 Albion CX22S wrecker £2,200
617:	Q242ENR:	1987 Half scale replica of Sentinel S4 flat with showmans organ £9,500*
619:		1959 Alvis Stalwart Mk.2 6x6 high mobility load carrier £2,400
623:	DS8147:	1919 Unic M10 can £11,000*
624:	GR15:	1917 White 30 van £9,999
627:	BFR700:	1939 Leyland TLM2A limousine fire appliance £250
628:	OU9286:	1931 Dennis 30 cwt. Short 14 seat single deck bus £10,000*
629:		c.1916 AEC Y type chassis/cab £7,500*
630:		1936 Thornycroft Dandy CF/FB4 3 ton chassis/cab £700*
631:	GLW410:	1942 Leyland Titan TD7 Merryweather turntable escape fire appliance £2,500*
541a:	NSK711:	1947 Morris series Z 5 cwt. G.P.O. Telephones van £1,200*
548a:	DS8872:	1911 Renault AG 10 cwt van £7,500*
608a:	KTJ519:	1948 Leyland Beaver 12B1 tractor £4,000*

Top left: **A 1944 Albion CX22S ex-WD in working order claimed 22 bids to sell at £2,200.**

Top right: **A 1/2 size replica of a Sentinel S4 with organ all in working order did not sell at £9,500.**

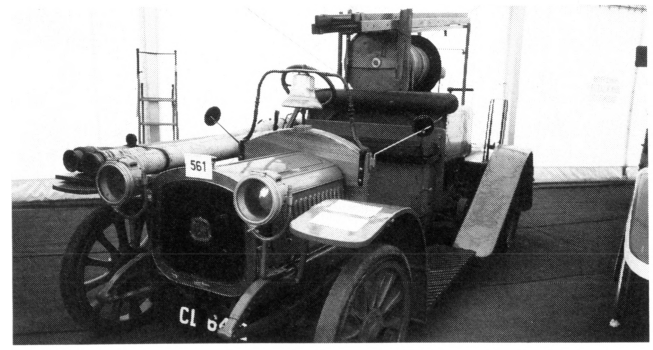
Centre left: **Failed to sell at £6,200. A 1931 Bedford WLG horsebox.**

Centre right: **In excellent condition this 1907 Cadillac 5cwt van failed to reach the reserve at £8,000.**

Right: **Sold for £5,000 a 1911 Delahaye 43PS Fire appliance.**

Lower left: **This 1925 AEC type 413 with Metalcraft 29 seat body required some refurbishment but sold for only £3,900.**

Lower right: **A 1933 Austin 12/4 taxi, one of three similar models entered.**



LETTERS

Judges and Judging

Sir: I have been judging at rallies all over the South for many years now, so that I am interested and concerned at your Editorial comments on the subject.

It is a fact that some organisers show an alarming degree of ineptitude when it comes to the appointment of judges. Fire engines have been looked at, I won't say judged, by people who have never been near one before. I have been asked to look at vintage cars, a subject that I know nothing about and have said so in my letter to the organisers. Seldom have I seen anyone with armed services experience looking at military vehicles. Not one, but several rallies I have attended as a visitor have had the marshals doing the judging!

So when I hear that self-judging is now taking place, I am not in the least surprised. The standard cannot be any worse than that practised by the so-called judges at many rallies. The problem is made worse when a vehicle has been wrongly placed top of the class at one rally and is then exhibited a few weeks later at another. The vehicle is then looked at in awe and subjectively given the prize, effectively on hearsay.

I know of one well known winner over several years in the North of England which is the wrong shape! I can point out several in the South which have the wrong liveries, or the wrong fittings for their submitted age. While we cannot expect judges to know all the details of every vehicle submitted, they should at least know what questions to ask the owners, to get the feel for the history of the vehicle and its previous owners. In doing so they can learn whether the entrant is making a genuine effort to preserve the vehicle as a representation of a certain type and age, or is merely putting on a show.

Another problem at many rallies is that the judging sheets are prepared without much thought. Seldom are the judges' opinions considered beforehand, to enable them to produce a result based on a meaningful input.

The success of the better rallies is, I feel, due in no small part to the effectiveness of the judging. This is of course a reflection of the organisers' abilities.

There is in fact a strong case for some of the smaller rallies to abandon the idea of having the entrants judged. Why not just have a fun day out and meet fellow enthusiasts without one-upmanship?

And yes, my knees and my shirts are always grubby after judging. That is worth it, for the chance to meet genuine enthusiasts and some superb restorations.

Geoff Burrows
Southampton

Sir: It was with interest that I read Tony Peart's remarks on his journey to the 'south-western rally', as I do not know if I am the ex-judge referred to, if not, then two judges have come to the same decision. My mind was made up when on the occasion of a tie between two vehicles for the overall winner, it was said in my hearing that 'we'd better give it to the local man', despite the fact that on his vehicle there was a technical inaccuracy in the livery, of which both men referred to above were aware.

I spent the afternoon this year at this rally, it being on my doorstep, so to speak, and I do not get to very many events nowadays. Quite frankly I have never enjoyed any event less, there was nothing wrong with the entries, they were very good indeed, they were quite well set out, but the whole business had to me the air of a large local fete-cum-car boot sale to which vintage vehicle owners had been invited to turn up.

Certainly the sales stalls were in the car-boot category, several offering goods that had little or no connection with any aspect of transport, and another had fleet number plates of the local company that had never been used — although the numbers certainly had!

All of which brings me on to Mike Lloyd's comments on judges, and he will probably be rather surprised to learn that on the whole I fully agree with him, especially in the matter of the 'MoT inspector/judge', a factor noted by many at the above-mentioned event.

My approach to judging is that I too should have some of the pleasure in going around some well-restored motors, meeting old friends, and eventually picking a winner in the class(es) I have judged; after all, pleasure is the name of this particular game.

Where liveries, especially that on lorries, are concerned, this can be a thorny subject at times. Obviously you cannot just paint your newly-restored lorry in Pete Smith's livery without first asking that gentleman. What then, does one do if the answer is a definite 'no'?

In the case of a bus/coach, the problem is usually not too bad, as if the first owner refuses permission, the vehicle is more than likely to have more than one owner. I would be surprised if one got two refusals.

And to Mr Moore, I regret that certainly some judges are put in charge of a class of which they know little — although they might be first rate in another class, which is why I confine myself to PSVs, Commercials, and military vehicles of WW2.

On the other side of the coin, there is the odd entrant, as I had in one event many years ago, who declared that his 1904 car had travelled to the rally under its own power, and apart from having paintwork renewed it was to use his words 'dead honest and original'. Everybody knew it had been trailered to the event, and he only lived 6 miles away; he was telling people prior to judging that he had new mudguards made, new upholstery, one new headlamp (which were removed for transit), and polythene-wrapped), even new tyres had been made, he said.

He protested bitterly when the undersigned placed him third. I was called in to see the Judges Steward, and asked the reason for my decision. After hearing my point of view, the owner was informed that he was fortunate not to have been disqualified, but instead he was allowed to retain his third place.

I have in the past been an entrant, albeit with someone else's vehicle, I have spectated at many events, and I have judged, hopefully fairly and with a touch of humour I trust, and mostly I have enjoyed every minute.

It remains to wish all those connected with our beloved subject, ie, vintage vehicles, all the best for the coming season, may the sun shine on the rally grounds, and on the efforts of the entrants.

Mike Lockyer
Coalpit Heath

Sir: I feel strongly about Tony Peart's comments in *VR 32* which one assumes, as he does not name it, refer to the Bristol Festival of Transport. I have now attended this event five years in succession as a spectator and photographer and have certainly not heard as many moans and groans as his remarks imply. I talk to a large number of the exhibitors at this event in the course of photographing their vehicles and I can only conclude that his comments are for the most part his own personal view. This year (1992) saw the largest number of entries with many regular exhibitors.

Past programmes have stated that the event is run on 'a shoestring' and this is verified by the fact that entry is free for the spectator with a charge of just £1 for a programme, which no one is forced to buy. As your Editorial stated, the spectator must not be turned away from such events and the Bristol event sets out to encourage the public to look at a rally free of charge, a large number of first-timers thereby having their appetites whetted enough to encourage them to join the preservation scene.

David E. Burton
Bristol

Sir: In reply to the remarks in *VR 33* written by Tony Peart, it causes me concern that this article was published without first checking out the facts.

As was rightly stated, the Annual Bristol Festival of Transport is a noted rally in the South West and attracts 99% letters and

phone calls of support and praise, compared with 1% of letters from individuals who, like Tony Peart, have no idea of the amount of work involved in the organisation of an event of such size and quality.

Regarding the points raised in this article:

1) The disclaimer. The site is hired from the City of Bristol Parks Department who insist that the disclaimer is incorporated in the rally entry form. Failure to comply with these conditions means no use of this site. During the 18 years that I have been involved with the organisation of this event I have received just two complaints re: the disclaimer and they were from members of HCVS who have apparently been advised that they should not sign.
2) Allocation of awards are for the vehicles and not the owners. Having checked the records I find that in one instance both the winner and runner up did go to the same participant but simply due to the fact that this participant had two different vehicles entered in the same class.
3) The award to ex-Municipal/PTE. I find that the vehicle which won this trophy, although now owned by an ex-NBC company, was ex-Greater Manchester PTE. Once again the award going to the vehicle not the owner.
4) Mr Peart asks 'What happend to the results the judges so conscientiously compiled?' I will tell him! Every judging sheet is scrutinised for the accuracy of totalisation of points when returned to the Judges Steward. From the time of receiving the completed judging forms (approximately 12.30), it takes four hours of solid concentration before the final results are ascertained. We have been complimented on the standard and fairness of the judging which is controlled by my Judges Steward who is an IRTE member and is in constant communication with the judges both during and after the operation.
5) Most judges do not initially offer their services but are invited members of a panel and there is no record of a judge refusing my invitation for the reason stated, only by reason of previous commitments.
6) Toilet facilities. As was stated, the public toilets were closed due to council policy but portable toilets were hired at great expense and were serviced by the suppliers on the Saturday evening after the first day of the event. However, these toilets were abused by members of the general public and we cannot be held responsible for these actions. How many rally sites, especially such as ours in the middle of a huge 'Green Area', having washing facilities? We have water laid on and I would suggest that Mr Peart does what most of our entrants do and that is, to take a washing bowl whenever he goes to a rally in case he has this problem at future events he may attend.

Lastly, as the organiser of this event, I am not complacent. A great deal of time, effort and thought goes into trying to make this event enjoyable for everyone but of course you can't please all the people all the time but Mr Peart do get you facts right before going to print.

Marjorie Fletcher (Mrs)
Rally Organiser, Bristol Festival of Transport

Mancunian Minor

Sir: W. K. Berry's article in *VR 32* and Eric Ogden's letter, *VR 33*, recalling bus operations in the Manchester area brought to mind one or two memories of this area from my schoolboy days in the 50's and 60's. We lived on the Bolton-Bury route No 52, which was jointly operated by Bolton and Bury buses. The mainstay of both fleets on that route then was the Leyland PD2, with the occasional PD1 being pressed into service by Bolton at peak times. At such periods Bury responded occasionally with an AEC Regent, and very rarely with a PD1 which always ran late. One day Bury used a PD1 from early morning until late at night, by which time it was running very late indeed. By the late 1950s Bury always allocated their newest buses to this route, including their first Atlanteans, which I soon lost interest in as they had their engines at the rear and didn't have a proper gearstick!

An occasional trip to Manchester was undertaken by travelling by the No 52 to Moses Gate (Farnworth) and then catching the Bolton-Manchester No 8 service, which was jointly operated by Salford and Bolton, although heavily weighted in Salford's favour. The Salford Daimlers, always immaculate as Eric Ogden recalls — even the interior Clayton heaters had the chrome polished — but they all seemed to have a very harsh gear change. Timing on this route must have been tight as they were always driven enthusiastically by their drivers, with rapid pre-select gear changes which caused the bus to lurch violently. I recall one journey with such a violent gear change that the conductor was thrown off his feet and landed in the lap of a very surprised lady passenger. Running into Victoria bus station we would then catch a Manchester Leyland or Crossley to the city centre, which travelled at a very sedate pace after the excitement of the Salford bus ride.

Another frequent journey was to an aunt and uncle who lived at Pretolee. Again at Moses Gate, we would catch the LUT Whitefield service, usually an elderly Guy Arab. These buses were so slow after the Leylands of Bolton and Bury I always thought they were in imminent danger of breaking down. The return journey necessitated a steep hill climb out of Stoneclough. It was impossible to take a run at the hill because of an awkward bend at the bottom. There was a bus stop half way up the hill and if the bus had to halt there then the rest of the climb to the summit was completed in bottom gear at walking pace as the driver did not dare to change to a higher gear. Digressing slightly, a few years later in the early 1970s, one of Ray Holden's AEC Mercury tractor units came to grief on this hill when the driver missed his gear change and split the gearbox casing in two. The Mercury was pulling a 40ft tandem axle trailer loaded with 22½ tons of paper reels from Robert Fletcher's paper mill at Stoneclough and was taking it back to the yard for a heavier tractor unit to collect. (The Mercury tractor unit was designed for a 15-16ton payload). This driver was a new employee and a few days earlier he had blown the cylinder head gaskets on a Mercury rigid when climbing Windy Hill on the M62 motorway. Needless to say, after putting two lorries off the road in as many weeks he was soon looking for another job. Previously, both Mercurys had given years of trouble free service.

Once a year or so we would travel to family friends who lived near Southport. This was a joint Bolton and Ribble service (122?) via Chorley and was taken at a very sedate pace, with the bus ambling along the country roads west of Chorley at about 25mph. This must have been a 'plum' turn for a Bolton crew. Another memory from this era which highlighted to my young mind the differences in vehicles was one holiday we took to Torquay at the annual 'wakes weeks' holidays. We travelled by Ribble Leyland Royal Tiger coach, one of about 60 coaches departing Bolton on the Friday night and Saturday morning for Devon and Cornwall. In the pre-motorway days the journey time to Torquay was 10 hours or so, and as the journey progressed it was obvious that our Leyland was in trouble, as it could not keep up with the coach convoy, particularly on hills. We struggled on to Gloucester where the driver decided enough was enough and sought help. The problem was in the fuel system and a Bristol coach was found for us to complete the journey. This was my first ride on a Bristol, an unknown make in Lancashire, and my, what a shock to the system. It was noisy, the windows rattled and the ride was atrocious. It made me realise how fortunate I was to live in a part of the country where the buses and coaches were so obviously superior to those elsewhere. One week later we returned to Bolton on the same Leyland coach that had failed, and it came home in fine style, restoring my faith in the Lancashire product.

What today is described as the Greater Manchester area was a fascinating one for the bus enthusiast in pre-SELNEC days with individual liveries and smartly turned-out fleets. Today it is all drab uniformity, and while deregulation might have brought about more variety again, half the buses in the hands of the independents look unfit to be on the road at all.

Brief mention of Alan Caldwell's Haulage Contractors in Lancashire and

the memories it evokes. Fred Snaylam ran mainly a medium weight fleet of Leyland Comets, and later, Bedford KMs. The mention of Hipwood and Grundy only touches on a company deserving of an article to themselves. They ran a classic fleet of Leylands and AECs. They pulled out of general haulage well before 1988, as I left the area in 1981 and several months before that the local paper had carried a report that Hipwood & Grundy were withdrawing from general haulage to concentrate on the contract tanker side of the business.

W. G. Edge
Cambridge

Sunderland Tram No 16

Sir: We would like to bring the story of Sunderland tram No 16, referred to in *VR 32* up to date.

Beamish Museum completed negotiations with the owners of the lower saloon of the tram about two years ago; at the time it was used as a toolshed at Low Warden, Hexham, Northumberland. The body was transferred soon afterwards to the Museum, and the decision has now been taken to restore No 16 to working condition in its covered top, double-deck, 1922 form.

This work will commence on completion of Newcastle A class tram No 114, which is our current project. Curatorial research is underway, as is the gradual collection and refurbishment of mechanical and electrical components.

Any information on Sunderland No 16 from readers would be greatly appreciated.

Les Brunton
Tramway Group
Beamish Museum

BOOKSCENE

H = Hardback. L = Limp cover.

The Heyday of London's Buses

Kevin McCormack
Ian Allan Ltd
7½in by 9½in 80 pages £9.95 H

This raises the question as to what was the Heyday of London's buses? Probably many people will have different answers, according to their age and their recollections. However, this book contains 84 colour photographs, mainly taken in the 1970s; a plethora or RTs, RMs, and RFs plus a few odds such as the GS. Taken at a wide variety of locations in the London and London Country area, they show buses at work and in everyday use. The colour is good and all the photographs have been taken by the author on an Ilford Sportsman camera, which uprates our opinion of this particular instrument as definition and focus is excellent.

The book is well produced with full and informative captions and the cost works out at less than 12p a photograph,most of which are full page size.

The Heyday of the Tram

Peter Waller
Ian Allan Ltd
7½in by 9½in 80 pages £9.95 H

One could ask the same question as to the actual Heyday of Trams, and many say it was the prewar years, but then colour photography barely existed in those days. Thus the 91 photographs in this book have been taken mainly from 1947 to 1955 covering the systems that existed in that period, even though many were dying on their feet! The reproduction of the original colour photographs is extremely good, considering colour film and processing was in its infancy when the earliest ones were taken. It certainly shows the liveries that were used and will bring attacks of nostalgia to many a reader. The captions are full of useful information and we must thank Peter Waller for his work in bringing the results of the four photographers involved to a wide, and we are sure will be, an appreciative audience.

An excellent book for the tramway enthusiast and historian.

London's Trams – Then and Now

Julian Thompson
Ian Allan Ltd
11¾in by 8¾in 128 pages £16.95 H

When one realises it is now over 40 years since London said goodbye to its trams it makes one look back and reminisce and this is a book which will take all Londoners back in time.

It is a tramway book with a big difference and in our opinion the words 'then and now' should feature more prominently for the main feature of the volume shows photographs of scenes as they were in 1950/51 complete with trams and the present day (1987-90) same location with the modern bus. It is not necessarily the mode of transport that is interesting, but the changes that have occurred to that scene in the space of 40 years or so. The new buildings or old ones cleaned up and renovated, the street furniture and even the road layouts. The photographs are all dated with a concise explanatory caption.

The text is also most interesting dealing with the rolling stock, permanent way and operation (including finances, labour relations and fare structures), before dealing in detail with the routes past and present in areas and locations. The appendices cover trams in service between 1949 and the end of the system with classes and numbers of individual cars plus some interesting records of timings of runs, and the number of accidents involving trams.

With this remarkable collection of 198 photographs, beautifully reproduced – even the older ones – this book will not only appeal to the London tram enthusiast, but all who know and love London.

Buses Yearbook 1993

Ed by Stewart J. Brown
Ian Allan Ltd
7in by 9½in 128 pages £9.95 H

This is not a case of the 'mixture as before' as the book has 15 good features by writers or photographers of repute, in fact there appears to be more illustrations than previously – 190 black and white and 25 in full colour, and all are well reproduced. While one has to concede that the accent is on the present-day scene there are some buses which come under the heading 'historical' and in another 15 or 20 years the modern vehicles will come under this category!

An excellently-produced volume that is a worthy addition to bus enthusiasts' bookshelves.

An Album of Sentinel Works Photographs

No 1 Standards and Supers

Anthony R. and Joseph L. Thomas
Woodpecker Publications
11¾in by 8¼in 156 pages £15.95 H

The title may describe the contents, but it cannot state what a marvellous production the authors have created with this book. With a foreword by Tom Ward, the book commences with Simpson-Bodman, later to become the Simpson-Bibby vehicles, before covering the early Standard Sentinels (made in Glasgow) and the Sentinel Standards (manufactured in Shrewsbury), to continue with the Super Sentinels. Tractors and conversions together with some trailers and portable machines are also covered.

Works photographs are usually known for their clarity and detail and a total of 201 illustrations clearly show this to be true, the smallest reproduction is postcard size (5in x 3in) and many are full page size, all excellently reproduced. Each photograph is well captioned with the vehicle history and other appropriate information.

A particularly useful part of the book is a 51-page appendix giving the register of all Standard and Super-Sentinels built between 1906 and 1930 with the works and registration numbers, the owners and their town of origin. This has been compiled over 50 years of research by Alan Duke, the records officer of the Road Locomotive Society. It is invaluable for enthusiasts wishing to compile fleet lists of various companies to give only one instance.

The whole book is a first-class production, and will become a definitive work of reference. The only minor criticism is that drawings or dimensions of the models would have been appreciated. Volume 2 dealing with the DG and S models will be produced at a future date and we eagerly await its publication.

The book, which is highly recommended, can be obtained for £15.95 (post free) from Woodpecker Publications, Wookpecker Lodge, Barneshall Avenue, Worcester WR5 3EU.

Firefighter
Neil Wallington
Firestorm Publications
8¼in by 5½in 168 pages £11.95 L
The author has written many books on firefighting and now gives some of his personal experiences from joining the Croydon FB in 1964 to 1989 by which time he had risen to Chief Fire Officer for Devon. There is plenty of drama and traumas, yet there are shafts of humour which so often shine through. The author has had experience of all aspects of fire- fighting including RTAs, chemical incidents and the inevitable 'cat up a tree'. We liked the story of the Croydon turntable ladder which nearly toppled over, but to mention one experience is invidious as there are so many true stories in this excellent book. Well written it is nearly impossible to put down until the last page.

Available for £11.95 (plus £1.45 P&P) from Firestorm Publications, PO Box 1, 3 Topsham, Exeter, Devon EX3 0RX.

VIDEOSCENE

Commercial Travellers
Camera Two Videos
Running time 30min £9.95
To celebrate the Preston Guild '92 the North West Area of the HCVS on 23 August organised a 'run' of commercial vehicles from the British Aerospace car park in Preston to the British Commercial Vehicle Museum at Leyland and back. Over 130 vehicles took part and this video is an excellent record of the event. The vehicles are well portrayed, the video has good definition, colour and sound, while the camera angles could hardly be bettered. With 'tongue in cheek' there is a couple of minutes commercial break in the middle, with an advert for joining the HCVS! The commentary is undertaken by Rosalind Thomas — a nice change to have a female voice, and she does a good job, factual and not verbose. There is an interview with David Prescott at Leyland before we see the vehicles on the return journey at Wharton-le-Dale and Bamber Bridge.

This is an excellent video and one of the production team is Jim Stevenson who made such a good job of 'Steam over the Fells' and 'Sentinels on Parade'. It can be obtained from Camera Two Videos, Withers Lane, High Legh, Knutsford WA16 0SF for £9.95+£1 P&P.

News . . . News . . . News

This year, 1993, marks the 60th Anniversary of ERF. To celebrate this event the Register of ERF Vehicles Society will be holding a prestigious gathering of ERF vehicles and it is hoped to include the first one built and vehicles fresh off the production line. The event has the backing of ERF Ltd and is the only 'official' event of its type for 1993.

The venue is Oulton Park, Tarporley, Cheshire and the dates are Thursday, Friday and Saturday, 9/10/11 September. There will be many other attractions to interest enthusiasts and although there is already a large entry list there may still be room for genuine ERF owners. Details from Carl J. Johnson, Elworth, 6 Graffham Grove, Cheadle, Stoke-on-Trent ST10 1SP. Tel: 0538 756997 or Fax 0538 757350 (Daytime).

✪ ✪ ✪

A new event for the Rally Diary is a Vintage Commercial Vehicle Rally at the Amberley Chalk Pits Museum on Sunday 23 May, which is being sponsored by Senator Oil. The event is for Commercial vehicles (including fire-appliances, ambulances, military and specialised vehicles) but not for buses and coaches who have their own event on 19 September.

Entry forms are available from the Amberley Chalk Pits Museum, Houghton Bridge, Amberley, Arundel, West Sussex, BN18 9LT. Tel: 0798-831370. Fax: 0798 831831.

✪ ✪ ✪

One of our readers has asked if anyone has a lapel badge (or cap badge) for Maudslay, Rowe, Sentinel or Vulcan? We are not sure whether these have been created, so if any reader has information or such a badge perhaps they could contact Mr A.J.Edis, of 32 Newark Avenue, Peterborough, PE1 4NS.

✪ ✪ ✪

We regret that two 'date' errors occurred in our last issue. The Thornycroft on page 11 should have read 1923 and the Leyland Octopus on page 41 should have read 1976. We cannot explain how these figures went wrong, but the fault was at this end.

✪ ✪ ✪

In the Classified Advertisement column in this issue, readers will see that Colin Shears is holding an auction at the West of England Transport Collection at Winkleigh on 20 March. Colin tells us that it is not their intention to dispose of the 'bulk' of the vehicles in the WETC, but those which are not West Country related. Any one wishing to place a vehicle in the auction should contact Colin or the auctioneers immediately as the catalogue is on sale from 1 March.

✪ ✪ ✪

The West Yorkshire Transport Museum will only be opening their Ludlam Street Depot in Bradford to visitors on the first Sunday of each month during 1993. This is due to the fact that they are devoting their energies to their new Transport Centre at Low Moor. The Transport Centre have received a £8.3m City Grant from the Government and the new Centre is scheduled to open in the Summer of 1994.

When complete the new Centre will be able to offer rides on historic trams, trolleybuses and buses which will link a series of major exhibition areas within the 26 acre site.

Mike Haynes, Chief Executive said "Closure of the official Ludlam Street operation, which has only been a temporary home for the Museum, is a measure of our success in moving towards the opening of the new Transport Centre. Because of the size of the new operation planned for Low Moor we are having to concentrate all our efforts on ensuring that we will be ready to open our doors in 1994".

✪ ✪ ✪

Over 400 entries are expected for the Solent Area of the Military Vehicle Trust when they hold their Rally on Southsea Common on Saturday, Sunday and Monday 29/30/31 May. There will also be displays, trade stands and arena events.

The show is one of a series culminating in a very large D-Day Show next year to celebrate the 50th Anniversary of the Normandy Landings. Enquiries to — C.Pearce, 2 Locks Road, Locks Heath, Southampton, SO3 6NT.

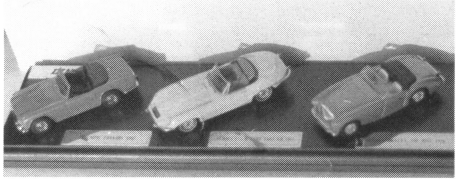
✪ ✪ ✪

Following its success last year The Downs Steam Rally is again being held in 1993. The same venue has been booked, Torberry Farm, Near Petersfield (South Harting). This year's show will incorporate a test hill up which steam engines and heavy haulage vehicles will be pulling various heavy loads, giving a drawbar load of 32 ton in some cases. A separate PA system for this event will have commentary by Chris Salaman well know in HCVS and CVRTC circles.

Entry Forms for this Rally from Sidlesham Steam, 33 Chalk Lane, Sidlesham, Chichester, West Sussex PO20 7LW.

MODELLERS SCENE

MATCHBOX
Models of Yesteryear
1926 Ford Model TT van (Y21C)
This van appeared in the livery of 'My Breed' (*VR 25*), and is now in an attractive black paint job with red and gold lettering for 'Drambuie'. The prototype 1 ton van was produced from 1923-27 and the model faithfully captures the original, being accurate to 1:41 scale. It is a left hand drive model.



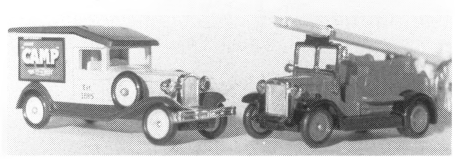
DINKY TOYS
Classic British Sports Cars Series II (DY 903)
An excellent gift set of three of the most popular British Sports Cars of the late '50s and '60s mounted on a piece of polished wood with engraved brass nameplates. The cars have all been issued before in different colours and all are to exact 1:43 scale. They are — 1965 Triumph TR4 IRS in red with silver trim and black upholstery; a 1967 Jaguar E type 1½ in cream with red upholstery and a 1956 Austin-Healey 100 BN2 in metallic blue with white upholstery and black folded hood.

The polished wood base is excellently finished and measures 13in by 4in. The cars are also finished to a very high standard.

LLEDO
Scammel Rigid-six Van
To our knowledge this is the third livery for this die-cast moulding, which is an accurate 4mm scale model and is correct in all dimensions for 1:76 scale. Previously with adverts for Bisto and Rowntrees Pastilles it is now in livery for Mc Mullen & Sons, Hertford Brewery. All brown body with cream panel with brown lettering also gold lettering on brown. Black wings and green wheels. It is a good model and could be improved with a little 'super detailing'.

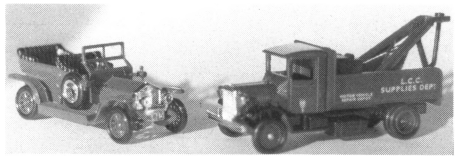
1935 Morris Royal Mail Parcels Van.
A quite accurate paint job on this new moulding. Its scale is, however, a little undeterminable. The wheelbase is 58mm, overall length 90mm, width 32mm, and height 50mm.

1934 Mack Canvas tilt truck
This has appeared before with a Hamleys advert and is now in a maroon livery with an advert for Wincarnis on the good representation of the canvas tilt (which is a plastic moulding). The radiator looks similar to the one used on the Morris above! The model measures 95mm long, with wheelbase of 60mm, width of 34mm and height of 49mm.



1936 Packard van
This has the looks of a fast American designed, car-derived van. It is attractively finished in cream and brown with a 'Camp Coffee' advert (realistically reproduced) on the side. It has a length of 90mm, wheelbase of 63mm, width of 30mm and height of 37mm.

1934 Dennis Fire Engine.
This has appeared with different names and now bears the lettering 'West Ham' with a miniature crest separating the two names. The plastic escape is removable.



1907 Rolls Royce Silver Ghost.
This model in bronze was produced for the German market and is now available here in all over blue with black interior and brass radiator and lamps. Wheelbase 58mm, length 81mm, width 32mm, height to top of windscreen 34mm.

1934 Mack Breakdown truck
With the same dimensions as the Mack canvas backed truck above this model has an open back and a crane added. It is finished in green with white lettering for 'LCC Supplies Dept'.

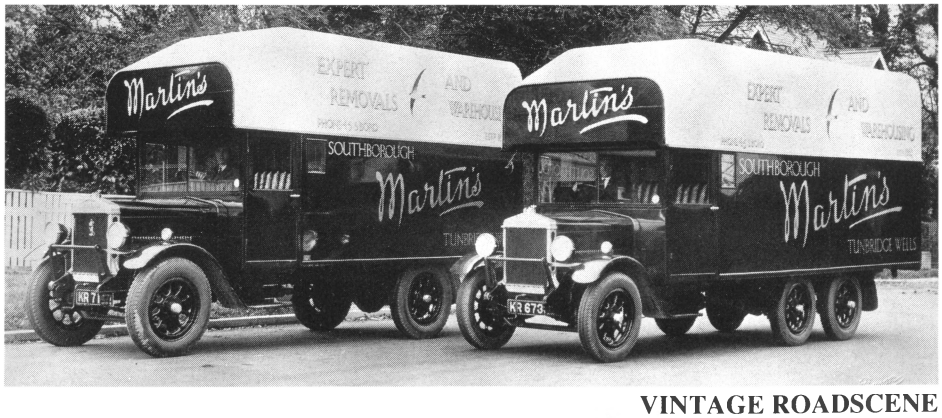
1928 Karrier E6 Trolleybus
This model has appeared in London Transport livery but is now nearer prototype in green and cream of City of Nottingham. Overall length 90mm, width 26mm and height 53mm..

On the next four pages we reproduce a Dennis Jubilant brochure of 1947/48.

MYSTERY PHOTOGRAPH

Do you know the make of this vehicle? Or other details? We will give a year's full subscription to the first correct answer picked out of a draw on 15 April, and all entries must be received at the Editorial Offices by that date.

The winner of the Mystery Photograph in the last issue is Neville Birtwistle of Colne, Lancs. The correct answer is a c1928 International Speed Six truck type SF.



DENNIS JUBILANT

120hp diesel TRUCK

FOR CONTINUOUS *HEAVY DUTY

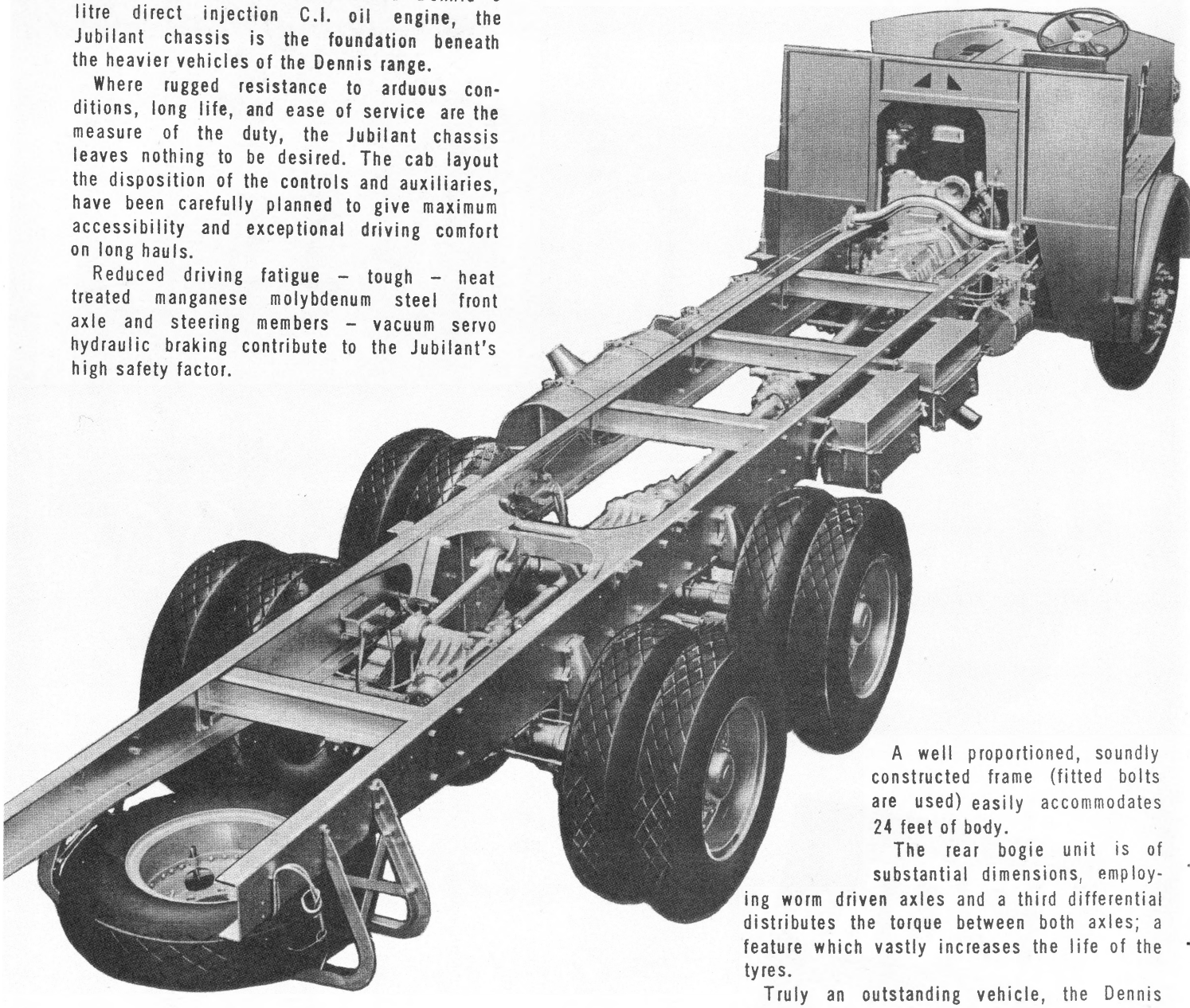
DENNIS BROS LTD ENGLAND

DENNIS JUBILANT

Expressly designed for economic transport – powered by the well established Dennis 8 litre direct injection C.I. oil engine, the Jubilant chassis is the foundation beneath the heavier vehicles of the Dennis range.

Where rugged resistance to arduous conditions, long life, and ease of service are the measure of the duty, the Jubilant chassis leaves nothing to be desired. The cab layout the disposition of the controls and auxiliaries, have been carefully planned to give maximum accessibility and exceptional driving comfort on long hauls.

Reduced driving fatigue – tough – heat treated manganese molybdenum steel front axle and steering members – vacuum servo hydraulic braking contribute to the Jubilant's high safety factor.



A well proportioned, soundly constructed frame (fitted bolts are used) easily accommodates 24 feet of body.

The rear bogie unit is of substantial dimensions, employing worm driven axles and a third differential distributes the torque between both axles; a feature which vastly increases the life of the tyres.

Truly an outstanding vehicle, the Dennis Jubilant already displays many famous names both at home and overseas and has earned a reputation everywhere for sound dependability.

★ DESIGNED FOR LONG LIFE — LOW UPK

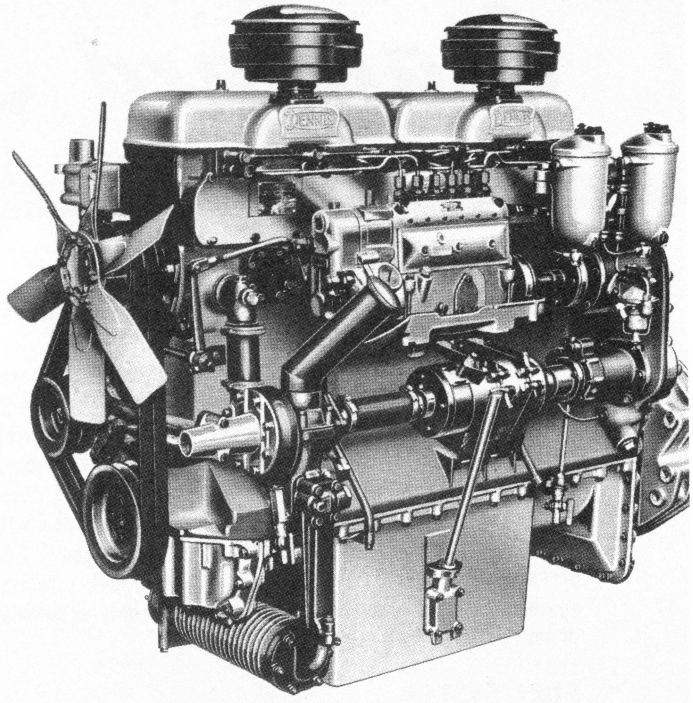
DENNIS BROS LTD

In the Dennis 6-cylinder, direct injection C.I. engine there is a power unit of proved worth. This Dennis 8 litre engine in fact pays glowing tribute to sound design, fine craftsmanship.

Wet cylinder liners, directed water flow, diagonally split big end bearings and seven bearing chrome molybdenum Tocco hardened crankshaft are further details appreciated by automotive engineers.

Rear-end timing gears, by virtue of the proximity of the flywheel relieve the auxiliary drives of torsional vibration.

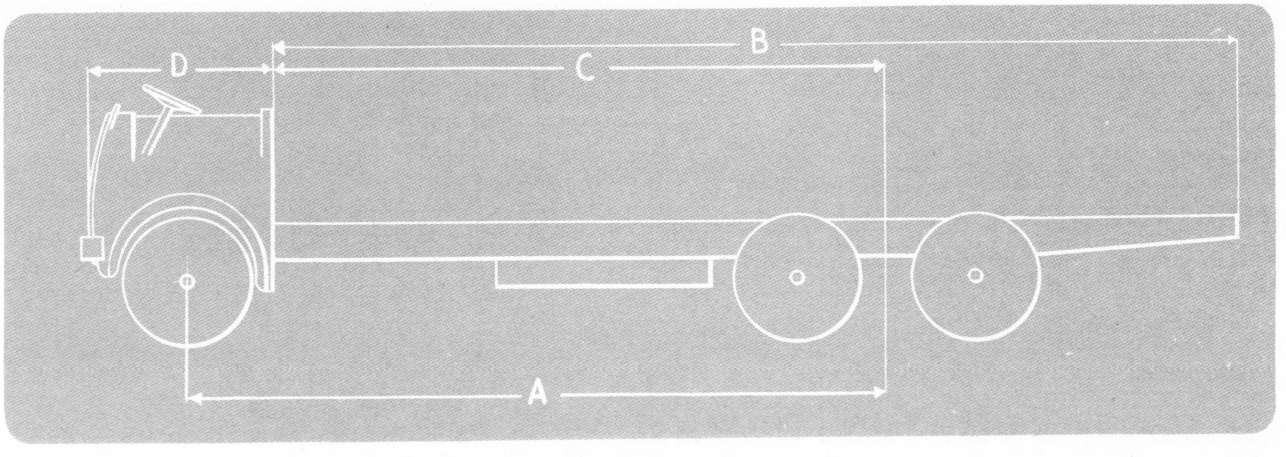
A more studied examination of the specification discloses the importance attached to detail and emphasises the fact that the Dennis 8 litre engine possesses remarkable stamina and the ability to "keep on the job".



DIMENSIONS

	ft.	in.	ft.	in.
Wheelbase 'A'	17	10½	13	6
Bogie centres	4	7	4	7
Overall length with bumper	29	10	23	2¼
Overall length without bumper	29	6.3/8	22	10.5/8
Overall width	7	5	7	5
Front track	6	3½	6	3½
Rear track	5	9.1/8	5	9.1/8
Cab to end of Frame 'B'	24	11¼	18	3.7/16
Recommended body length	24	0	18	0
Cab to centre of bogie 'C'	15	9.3/16	11	4.11/16
Width of frame	3	0.1/8	3	0.1/8
Height of frame from ground (laden)	3	1¾	3	1¾
Clearance forward of front axle		12.7/8		12.7/8
Clearance under rear axle		10		10
Turning Circle	65	0	56	0
Front to rear dash 'D'	4	7.1/8	4	7.1/8
Chassis weight with cab for registration	6 ton. 2 cwts.		6 tons	

FOR 44,800lb G.V.W



EEP — AND SERVICE AT LESS COST

PUBLICATION Nº 134P

E N G L A N D

Standard Specifications

ENGINE – TYPE 06

Six-cylinder direct injection compression ignition, oil fuel, 8 litre swept volume.
Four valves push-rod operated per cylinder – open type combustion chambers. Unit crankcase and cylinder block. with wet cylinder liners of nickel chrome alloy, direct water flow cooled. High-silicon-aluminium alloy pistons, chrome-molybdenum steel, seven bearing Tocco hardened crankshaft. Positive drive to water pump in tandem with dynamo – positive drive gear type exhauster pump. Full pressure oil filtration. C.A.V. or Simms fuel injection equipment. Engine, clutch and gearbox are unit suspended at four points.

FUEL SYSTEM

Cylindrical 44 gallon tank, with removable top outlet pipe. Fuel delivery to injection equipment by Amal diaphragm pump, engine driven.
Twin fuel filters are incorporated.

RADIATOR

Fabricated tube block, bolted to top and bottom tanks. Pressed steel stone-guard; provision for attaching blanking plates. Rubber suspension.

CLUTCH

Dry two-plate with 429 square inches of frictional area and fitted with clutch brake adjustment.

GEARBOX

Five speeds, including an overdrive top. Nickel chromium-molybdenum steel gears.
An auxiliary two-speed box can be fitted as an optional extra.

REAR AXLES

Worm driven, with fully floating shafts. Torque equalising differential.

FRONT AXLE

Special section, heat treated manganese-molybdenum steel.

STEERING

Dennis worm and nut type with rigid straddle mounting and heat treated manganese-molybdenum steel drop arm.

BRAKES

Footbrake operates on six wheels. Front Girling 2-leading shoe 16¼ in. x 3 in. Rear Girling 2-leading shoe 16¼ in. x 5 in. operated by Servo assisted hydraulic system.
Handbrake – multi-pull – operating on driven axles and capable of holding full load with minimum driver effort.

FRAME

Parallel, 12.1/16 in. x 3½ in. x 5/16 in. assembled throughout by fitted bolts and designed for maximum resistance to diagonal stress.

SUSPENSION

Front springs, semi-elliptic silicon manganese, shot peened.
Rear spring centre pivots, fitted with welded rubber-to-metal seals. Woodhead trunnions at each axle point protect springs from twisting stress.

TYRES AND WHEELS

Tyres 900 - 20 12 ply. Wheels 6.00 x 20

ELECTRICAL EQUIPMENT

24 volt throughout including charging and starting. The Switchboard - fuses and regulator are combined in one unit which provides accessibility to connections and simplifies wiring.

STANDARD EQUIPMENT

Spare wheel and carrier. Instrument panel, including speedometer, oil pressure and vacuum gauges. Front wings, number plates. Tools, including hydraulic jack.

DENNIS

JUBILANT

Rally and Events Calendar

We would thank the Historic Commercial Vehicle Society for assistance in the compilation of the Calendar. We would ask organisers to advise us of their events as early as possible so they can be included in the appropriate issues. Organiser's names and addresses (or telephone number) are given in brackets for further information if required. The publishers cannot be held responsible for any cancellations or changes which may occur, if not advised, or if made later than our our press date.

FEBRUARY

20 **Maidstone,** Agricultural Hall. 9.00-16.00. Swapmeet. (See advert in this issue).

28 **Grantham,** Central School, Rushcliffe Road. 10.30-15.30. Toy & Train Fair. (P&R Toyfairs).

MARCH

7 **Stafford,** GEC Stychfields Works, off Wolverhampton Road. 10.30-15.30. Toy & Train Fair (P&R Toyfairs).

7 **Eastleigh,** Fleming Park Leisure Centre, Pasfield Avenue. 11.00-15.30. Toy & Collectors Fair. (K. Manning. Tel: 0372 725063).

11 **Cuffley** Hall, off Station Road. 19.15-22.15. Toyfair (Toyman Fairs).

13/14 **Bristol,** Exhibition Centre. Classic Car Show. (Nationwide Exhibitions, PO Box 20, Fishponds, Bristol BS16 56QU. Tel: 0272 701370.

APRIL

4 **Cobham,** Surrey. Bus Museum Open Day.

4 **Ashford,** Kent. Stour Centre. Swapmeet. (E. F. W. Webber).

4 **Stone,** Staffs. GEC Sports & Social Club, Oulton Road. Toy & Train Fair. (P&R Toyfairs).

11/12 **Portsmouth,** City Museum, Museum Road, Old Portsmouth. Vintage Transport Display (Special theme former GPO and BT vehicles on Saturday. (D. Chalker, 16 Lower Drayton Lane, Cosham, Portsmouth PO6 2HA).

11/12 **Weston-under-Lizard,** Shrops. Midlands Festival of Transport. (Transtar Promotions).

15 **Orpington,** Crofton Halls, Crofton Road. 19.15-22.15. Toyfair. (Toyman Fairs).

17 **Maidstone,** Agricultural Hall. 9.00-16.00. Swapmeet. (See advert in this issue).

18 **Bexhill-on-Sea,** Leisure Centre. Toy & Collectors Fair. (K. Manning, 0372 725063).

24/25 **Winchester.** King Alfred Bus Celebrations. (71 New Road, Fairoak, Eastleigh).

27 **Derby,** Engineers Club, Osmaston Road. 19.00-21.30. Toyfair. (P&R Toyfairs).

28 **Camberley,** Civic Hall, Knoll Road. Toy & Collectors Fair. (K. Manning, Tel: 0372 725063).

MAY

1/2/3 **Higham Ferrers,** Northants. Rushden Historic Transport Rally. (R. H. Woodcock, 30 Griffith Street, Rushden, Northants).

1/2/3 **Crystal Palace,** London SE. Wheels of Yesterday Rally, plus Trade Stands, Amusements etc. HCVS London & South East Area. (Martin Woodjetts, 7 Danebury, Fieldway Estate, New Addington, Croydon CR0 9EV).

1/2/3 **Newbury,** Showground, Chievely. Steam Fair. Buxworth Steam Group.

1/2/3 **Llandudno.** Festival of Transport. (L. Ricketts, c/o 20 Augusta Street, Llandudno.

2 **Grantham,** Centra School, Rushcliffe Road. Toyfair. 10.30-15.30. (P&R Toyfairs).

2 **HCVS London-Brighton Run.** Starting Crystal Palace from 6.30-9.00. At Brighton from 10.30-16.00. (HCVS, Iden Grange, Cranbrook Road, Staplehurst, Kent TN12 0ET).

2/3 **Leeds,** Harewood House. Yorkshire Festival of Transport. (Transtar Promotions).

2/3 **Blackpool,** Windy Harbour Vintage Festival. (C. Abbot, 14 Mansfield Road, Lanton, Blackpool FY3 7AB).

6 **Orpington.** Toyfair. (Toyman Fairs).

8 **Canterbury,** Westgate Hall, Swapmeet from 10.30. (E. F. W. Webber).

9 **West Bromwich,** Sandwell Park Historic Vehicle Parade and Show. (Transtar Promotions).

9 **Colchester,** Institute, Sheepen Road, Classic Vehicle Show. (J. Whitaker. Tel: 0206 761660, ext 27631).

12 **Guildford,** George Abbot School, Woodruff Avenue, Burpham. Toy & Collectors Fair. 19.00-21.30. (K. Manning, Tel: 0372 725063).

15/16 **Liphook,** Hollycombe Steam Collection. Commercial Vehicle Weekend.

15 **Havant,** Leisure Centre. Toy & Model Collectors Fair. 11.00-15.00.) K. Manning, Tel: 0372 725063).

15/16 **Manchester,** Museum of Transport. Crossley Weekend.

16 **Chester** Festival of Transport. (G. Kerr, Primrose Close, Northophall, Mold, Clwyd CH7 6JS).

16 **Basingstoke,** War Memorial Park. Festival of Transport. (T. Mansbridge, The Garage, Cliddesden, Basingstoke RG25 2JL).

16 **Scarborough,** Corner Ballroom, North Bay. Toyfair. 10.30-16.00 (P&R Toyfairs).

22/23 **Newcastle,** Racecourse. Great North East Wheels Spectacular. (North East Promotions, 1 Sunniside Lane, Cleaden Village, Sunderland, Tyne & Wear SR6 7UZ).

23 **Amberley** Chalk Pits Museum. Vintage Commercial Vehicle Rally.

23 **Kew** Bridge Steam Museum Rally. Green Dragon Lane, Brentford, Middlesex.

28/31 **Pevensey,** Mill Farm. Cuckoo Vintage Transport Fair. (D. Antiss, Elmsfield, Saltmarsh Lane, Hailsham, East Sussex BN27 2RG).

29/30 **Nottingham,** Woollaton Park. AEC Rally. (W. G. Edge, 8 Tothill Road, Swaffham Prior, Cambridge CB15 0JX).

29/30/31 **Enfield** Pageant of Motoring. (A. Pocock, Whitwebbs Museum, Whitewebbs Roads, Enfield, Middlesex).

29/30/31 **Southsea** Common. Military Vehicle Rally. (C. Pearce, 2 Locks Road, Locks Heath, Southampton SO3 6MT).

29/30/31 **Chasewater,** Staffs. Fire Service Preservation Group 25th Anniversary Rally. (John Brownlee. Tel: 0793 692636).

19/30/31 **Ashbourne,** Derbys. Hartington Moor. Steam Fair. Buxworth Steam Group.

30 **Plymouth** Bus & Vehicle Rally. (R. C. S. Gale, Avonwick Station, Diptford, Totnes, Devon TQ9 7LU).

30 **Stafford,** GEC Stychfield Works. Toyfair. 10.30-15.30. (P&T Toyfairs).

30/31 **Rochester,** Kent, Cobham Hall. Kent Festival of Transport. (Transtar Promotions).

CONTACTS

Toyman Fairs, PO Box 66, Waltham Cross, Herts EN7 6NA. Tel: 0992 20376.
Transtar Promotions, 37 Comberford Drive, Tiffany Green, Wednesbury, West Midlands WS10 0UA. Tel: 021-502 3713.
P&R Toyfairs, 45A Pierrepont Road, West Bridgeford, Nottingham NG2 5BP. Tel: 0802 821359.
E. F. W. Webber, 18 Tudor End, Kennington, Ashford, Kent TN24 9DR.

FORTHCOMING DATES (Full details in next issue).

JUNE

5/6 **Shrewsbury.** Mid-Shropshire Vintage Rally.

6 **Nuneaton,** Arbury Hall. Transport Spectacular.

6 **Basildon.** Southern Bus & Transport Show.

6 **HCVS** Tyne Tees Run.

6 **Durham.** Rally & Agricultural College Open Day.

10 **Orpington.** Toy Fair.

13 **Eastleigh** Toy Fair

12/13 **South Devon** Railway/Military Vehicle Trust Weekend.

12/13 **Wellingborough** Transport Rally.

13 **Rugby.** CVRTS Classic Commercial Show.

13 **Hull.** East Coast Run.

19 **Maidstone.** Swapmeet.

20 **HCVS.** Ridgeway Run.

19/20 **Bolnhurst** Vintage Vehicle Show.

20 **Rotherham** Vintage Rally.

27 **Walsall,** Midland Bus & Commercial Show.

26-28 **Manx** Electric Railway Centenary Rally.

Classified Advertisements

Advertisements for Sales and Wanted etc can be included in these columns at a special rate of **10p per word** (including name and address and/or telephone number). Box number £1 extra. Please send entry in block capitals with remittance payable to Vintage Roadscene Publications Ltd, at the Editorial Offices, 40 Fairfield Way, Ewell, Epsom, Surrey, KT19 OEF. Closing date for next issue (on sale 20 May) is **15 April 1993**.

FOR SALE

AEC Douglas 9.6, 4x4 Timber wagon. Heavy haulage, show condition. Extra heavy winch on back. Spare tyres. MOT exempt. History Known. £3,250 ono. Tel: 0494-528577.

Vintage Vehicle Photographs for sale including radiator and detail shots. All in colour. Size 7in by 5in. Send £1 (Cheque/PO) for samples and list to D.E. Burton, 23 Merlin Way, Chipping Sodbury, Bristol, BS17 6XP. No callers, mail order only.

1949 Austin CXB/Plaxton 29 seat coach. Rallied for past three years. Needs some interior work and decent repaint. One of only two known to exist. £5,000. Tel 0304-204612 (Dover).

Unipower Forester Timber Tractor. Reg No. VRT 699. Gardner 4LW engine, five speed gearbox, two speed transfer. 25ton winch needs part restoration £2,200 ono. Tel: 0858-85285 (Market Harborough).

1968 Ford D500 diesel boxvan. Good condition. One owner for 20 years. Tel: 0535-603972 (Yorkshire).

Photographs on Approval. Lorries, Showmans, Emergency vehicles, Military, Trams, Trolleybus and Bus fleets. 25p each. Regret no lists or vehicle search. Please state make, type, fleets. Write to Bristol Vintage Bus Group, 74 Ridgeway Lane, Whitchurch, Bristol BS14 8PJ.

Sales Leaflets AEC Mammoth Major c1969, Austin FFK/LDJ2, Mini-van, Taxi, Gipsy 1962, Thames Trader c1964 FC/NC. Guy 1954, Leylands 1958.

Manuals/Handbooks. Leyland Hippo, Octopus 1949. Comet 20., Worldmaster, Titan, PD1, Tiger, 1947. Marathon. Guy J. Morris Commercial LC/PV/CV. Dennis Falcon. Bedford CA/K/OX, Maudslay Meritor, ERF 54G, Albion B143 126/7. Fodens c1968. Commer Gamecock, Maxiload, Superpoise, Avenger. Dodge 1950-70ssc. Cummins VS6/40A. Perkins Leopard, Rolls-Royce Eagle C range. Leyland parts TC1/QH2 1928.

Parts Morris D/R type steering box. Ford model AA headlights, Bedford 300 clutchplates. Tel: 0453-843542 (Glos).

Jack London Photos of working trucks for sale. All on 10 day approval at 30p each. Send for a selection to - Jack London, 19 Brisbane Court, Balderton, Newark, Notts NG24 3PS.

Private enthusiast requires Vintage Roadscene Nos 1, 3, 5 & 6. Please telephone 0502-725038 anytime stating price (Suffolk).

An Album of Sentinel Works Photos. No.1 - Standards and Supers. Now available at £15.95 post free direct from the publishers. Woodpecker Publications, Woodpecker Lodge, Barnshall Avenue, Worcester WR5 3EU.

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Bedford K type front wing or any other parts. Tel: 0482-827347 (evenings).

1930s Bedford in good running order. Consider one for restoration. Tel: 0482-827347 (evenings).

Parking for a Foden S36 4x2 tractor unit open or under cover near to owner. Also wanted truck photographs and/or negatives '50 onwards. M.Platt, 100 Townfield Road, Flitwick, Beds MK45 1JG. Tel: 0525-851060.

Wanted for purchase. Good clear definition coloured working non rally photographs of Sentinel model DG6 or DG8 and model S6 and S8 steam wagons. Your price paid. Tel: 0905-421252 (Worcester).

The whereabouts of the following AEC Regents. EX 2877 Great Yarmouth 30 1931. ANW 678 Leeds 135 1934. MAN 122 Douglas 46 19353. Or any other prewar Regents or Regals. Pearson, 7 Waldegrave Avenue, Hull, HU8 9BB.

Early Bedford TK series trucks wanted for restoration. Sept '60 - Oct '61 KCC7, 3ton; 4ton; KDSD1, KELC1, KEA1, KFSD3, KFLC3, KFTT3, KFA3, 1962. KCC10, 4ton; KFSD5; KFLC5; KFTT5; KFA5. No later vehicles please. (Tel: 021-777-8770 ask for Andrew (Birmingham).

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For sale. Diecasts by Corgi, EFE, Lledo, Matchbox MoY etc. Send two second class stamps for list to D.E. Burton, 23 Merlin Way, Chipping Sodbury, Bristol BS17 6XP. No callers, mail order only.

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EVENTS

Burnham-on-Crouch Historic Transport Rally, 4 July 1993. Details: Mangapps Farm Railway Museum, Burnham-on-Crouch, Essex CM0 8QQ.

TOURS

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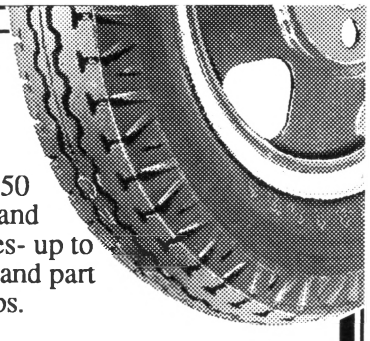

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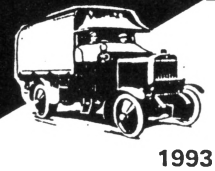

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KING'S STEAMERS

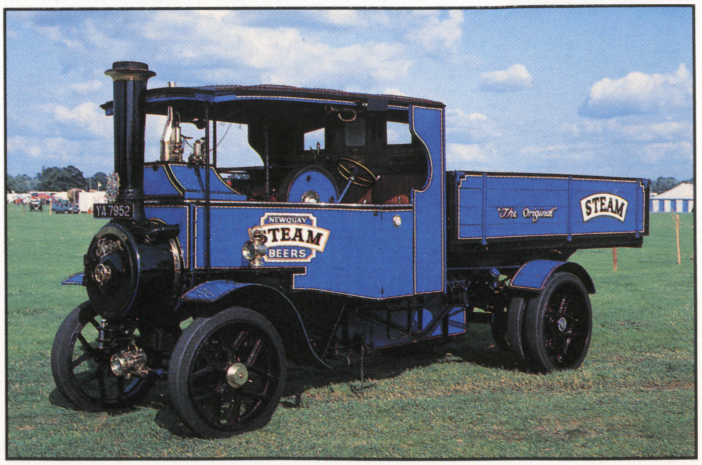
There has been great interest in the steam wagons which belonged to W. J. King of Bishops Lydeard. We show four of these which have been restored to their former glory and preserved.

Top right:
This wagon gently simmers under a threatening sky near Stockley, Wiltshire, on 4 July 1992 on the occasion of its first road run since restoration. The 1925 Foden 6-ton three-way tipper was new to W. J. King and worked until 1931. It then stood in the open for 57 years and was in a totally derelict state (see *VR19*) when purchased and totally restored by its present owner, C. R. Wait of Bristol. Named 'Superior' the works number is 71850. *Peter Durham*

Centre right:
This 1932 Sentinel DG4 was originally supplied to W. J. King and was seen preserved and in full working order at Temple Newsham Steam Fair on 25 May 1991. *D. A. Reed*

Lower left:
This is not thought to have been owned by W. J. King, but also seen at Temple Newsham on 25 May 1991. *D. A. Reed*

Lower right:
One of the Fodens that was owned by W. J. King is this 1924 C type (Works No WDCC 1120) of 4nhp. It ceased service in 1931, when the Road Traffic Act heavily penalised solid tyred steam wagons. This one has been restored over a 10-year period and is now in the blue livery for advertising a brand of beer. It is now owned by D. Warren of Redruth, Cornwall.



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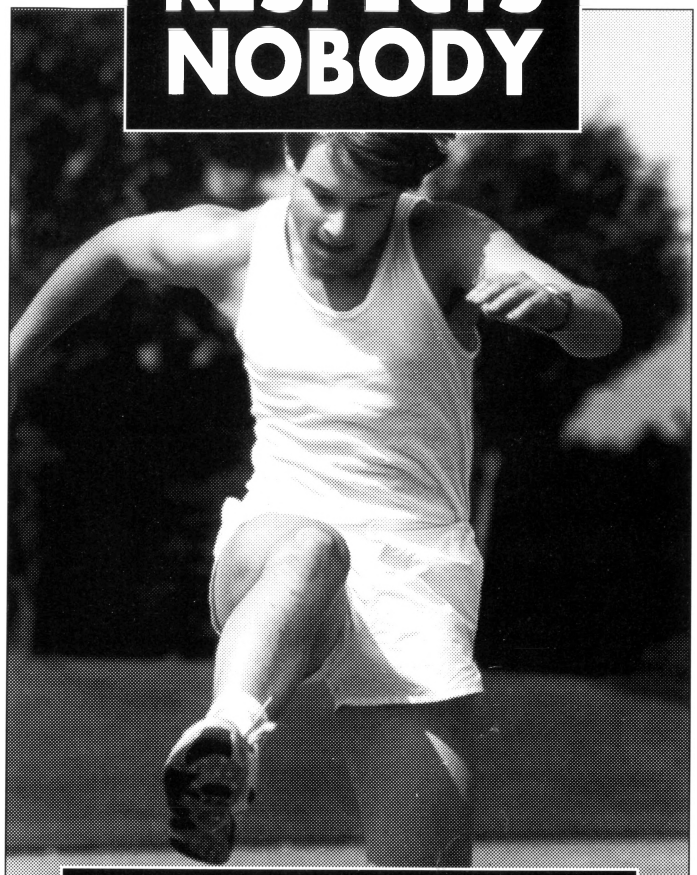

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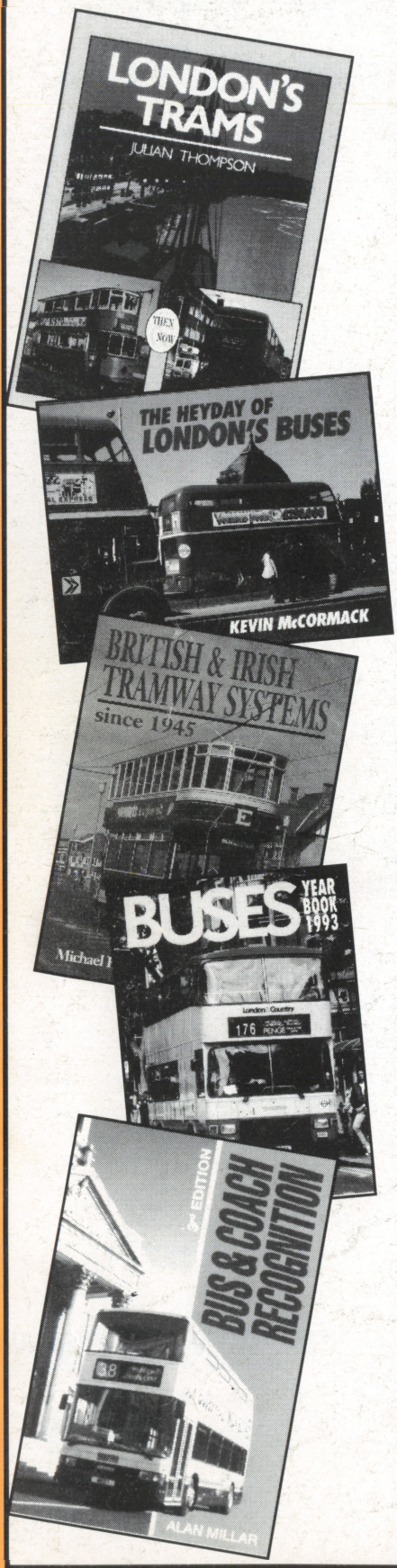

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